

THE COMMUNICATOR



VOL. 1.
Nº 2.

SUMMER
1947.



CAN YOU DESIGN?

£200 IN PRIZES for a new NAAFI badge



EXCLUSIVE TO THE SERVICES

RULES

1. The design must be capable of reproduction on paper, in wood or metal, or as a stencil.
2. Each entrant may submit up to three designs.
3. Competitors may prepare designs in pencil, crayon, ink or paint.
4. Entries will be judged on the following qualities —

(a) Shape; (b) Colour; (c) the incorporation of the letters NAAFI; (d) Motif.

As a guide, the Shape should be bold, recognisable at some distance, and likely to be easily remembered.

Colour; there is no restriction in the use of colours but entrants will no doubt bear in mind the Navy blue, Army scarlet and Royal Air Force blue as suggesting a suitable colour basis.

NAAFI; the letters NAAFI (without full points) should be incorporated into the design and be immediately readable.

Motif; this should symbolise the NAAFI's service to the Royal Navy, Army and the Royal Air Force.

5. Designs may be of any size, although 12 ins. by 12 ins. is suggested as convenient limit.
6. The Number, Rank, Name and permanent address of the competitor must be written on the back of each entry submitted.
7. The judges' decision will be final and no correspondence in connection with the competition will be entertained.
8. Proof of posting will not be accepted as proof of delivery.
9. NAAFI does not guarantee to adopt as its official badge the winning design, or any design, submitted in this competition.
10. NAAFI reserves the right to reproduce the designs of all prize winners. Unsuccessful designs will be returned to the entrants.

Design a new badge for NAAFI and win a prize in this Services-only £200 Competition.

You are familiar with the present symbol (it is shown above) in which you will have spotted the Navy, Army and Air Force elements. NAAFI is looking for a new badge — one which will be suitable to appear outside Clubs and Canteens, to serve as a direction board, and for all similar purposes. The competition is exclusively for all serving Sailors, Soldiers and Airmen, and WRNS, ATS, and WAAF. Entries may also be submitted by men and women of the three Services who will be on demobilisation Release Leave on 31st October, 1947.

THE CLOSING DATE FOR THE COMPETITION IS 31st October, 1947, after which no further entries will be considered. Results will be announced in this journal.

Entries should be sent to the Public Relations Officer, NAAFI, Ruxley Towers, Claygate, Esher, Surrey.

Entries will be judged by a panel of experts and their decisions will govern the award of the following prizes:—

First Prize	£100
Second Prize	£ 50
Third Prize	£ 25
25 Merit Prizes of £1 ...	£ 25
Total	<u>£200</u>

FIRST PRIZE

£100

SECOND PRIZE

£50

THIRD PRIZE

£25

25 MERIT PRIZES

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The COMMUNICATOR

The Magazine of the
Communications Branch, Royal Navy

SUMMER 1947 . VOL. I . No. 2

ONE SHILLING



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EDITORIAL

The enthusiastic reception accorded our Easter number was a happy mixture of appreciative applause and constructive criticism. No editor can ever have enough of either.

Some of the hopes expressed in our Easter Editorial have been realised, as you will see for yourselves. Our standard is raised in more ways than one, and we feel well established as a Naval journal. The home signal establishments are seeking expression through our columns, and overseas our fame is spreading and support is becoming considerable.

To those stations and establishments which are not yet represented we would say that our cover is strong enough to take many more pages. We appeal directly to those in authority everywhere in the Communications world to see to it that without further prompting their units take a fair share of the lime-light.

The quality of our literary and artistic contributions we must leave you to judge, but our best thanks go to all those who have sent in MSS, drawings and cartoons. The task of achieving a nice balance between "shop" and lay matters, serious and humorous, naval and civil, sparker and bunting, masculine and feminine, home and foreign, and so on, makes one think that Solomon's job was nothing to make a song about. Thus it is that many worthy efforts have gone into our "wait" file; these will be published in due course in future numbers and we must ask our contributors' indulgence. Some articles have been "cut," a surgical operation which makes both author and editor wince, but which is all for the good of the patient.

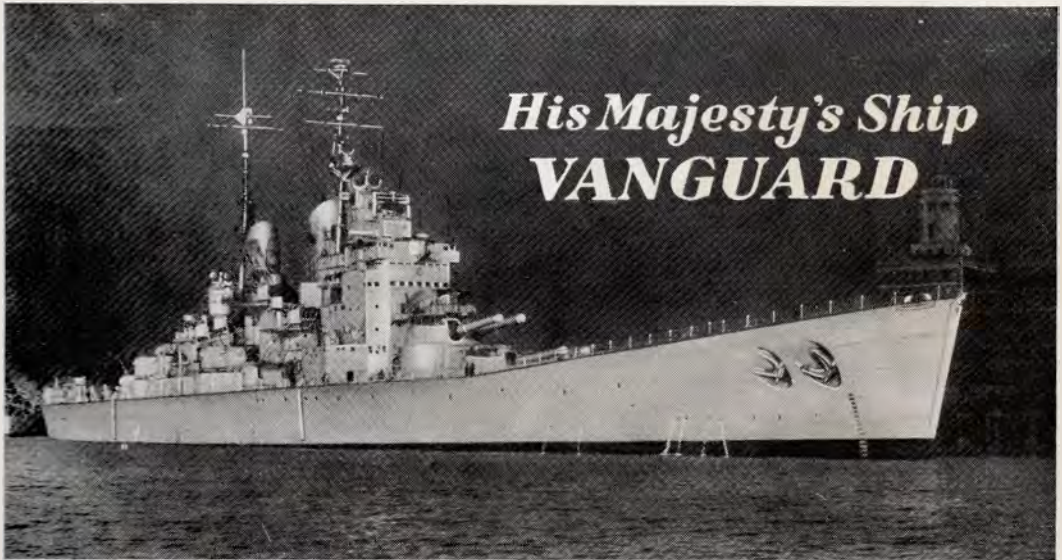
It is important for readers to realise that this is not an official journal in the sense that statements and opinions expressed in our pages have the full weight of high authority behind them. At all times and in all particulars we shall try not to mislead, but in times which change rapidly, a magazine which is published three or four times a year cannot be infallible.

Amongst our innovations is "Communications Gazette" which should be of particular interest to those who like to know what's going on and who don't see more authoritative documents. Here, however, we particularly ask not to be quoted as an official source of information!

Letters received by the Editor are too numerous to be answered individually, but they are most carefully perused and we are grateful for the valuable support they give.

We tender our special acknowledgments and best thanks to the artists of the Publishing Department of A.S.E. (and to the A.S.E. Bulletin) for our cover design and certain of our cartoons.

Finally, we greet with affection loyal Communicators all over the world who are acting as local distributors of your magazine.



Special Communication Equipment in H.M.S. "Vanguard" for the Royal Tour to South Africa, Spring, 1947.

Much has been printed in technical periodicals, both Service and Civilian, concerning *Vanguard's* special Communication arrangements, but a further outline may still be of interest to readers of "The Communicator" who have seen the great ship hung with such things as horizontal wire dipoles, and bristling with whip aerials in the most unprecedented places.

Extremely bold and imaginative planning starts the story—and staff decisions which, by normal Naval criterions, were a gamble. To meet the requirements of the Royal Party, and of the Press Reporters, Photographers and Radio Commentator who were to travel with them, it was decided to superimpose on the ship's normal equipment a high quality Radio Telephone, Radio Teleprinters, and facilities for Facsimile Transmission of photographs—all with a range of five thousand miles!

The boldness of the conception can only be appreciated when it is remembered that Radio Teleprinters had no Naval precedent afloat, though they were being rapidly introduced for shore point-to-point services; that transmission of photographs had no Naval precedent at all; and that long range Naval Radio Telephony, though already fairly well established between ships, and from ships to Admiralty, had never previously been extended to shore telephone networks. Moreover, six months before *Vanguard* was due to sail, no transmitter of the required power and size was known to be available. In fact, so ambitious was the whole project, that it was not thought politic, owing to the likelihood of failure, to reveal to the press and public the extent of the facilities which it was hoped to provide—at least until after the ship's "shakedown" cruise in December, when fairly successful preliminary trials were achieved.

It was therefore against a background of general uncertainty, ceaseless but necessary alterations to specifications, and frequent improvisations on the spot, that a new Communications Staff struggled, with the Dockyard and Admiralty Signal Establishment, to get all ready in time. They had, in addition, to master the ship's very considerable normal installation, ninety-five per cent. of which was entirely new to them.

THE TRANSMITTER

The special equipment centred round the theoretical requirement for a transmitter which would radiate 4KW R/T, and 1KW A/T. No naval set met this requirement. Moreover, the normal aerial system, tunable over a band of more than twenty megacycles, involved such losses that—had such aeriels been used—a transmitter with an output much in excess of the theoretical requirement for radiated power would have been necessary. Physical dimensions were also a very real consideration, as only seven feet of headroom existed in the only available office in *Vanguard*, in the starboard side of the after superstructure, where the transmitter was to be fitted.

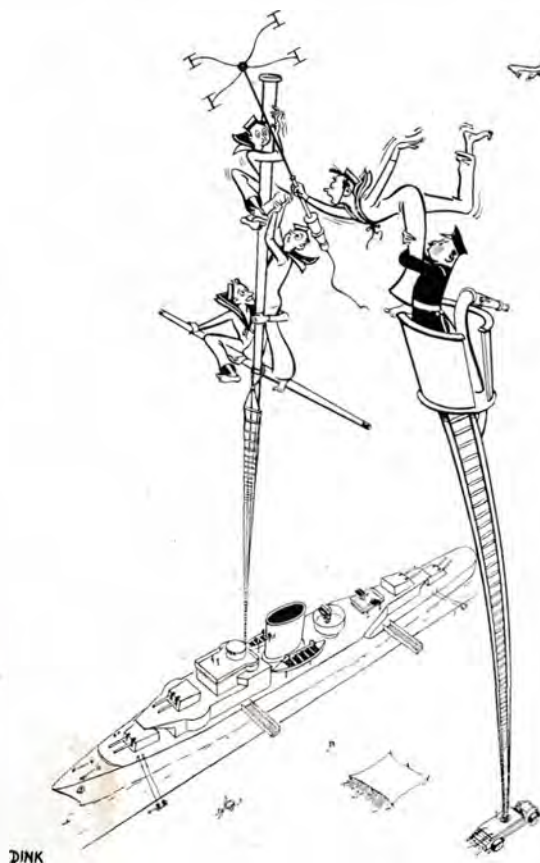
To meet these requirements, the prototype of a transmitter actually under construction at the time by Messrs. Standard Telephones and Cables was selected. No other could be found that was suitable. The D.S.10—as this transmitter was called—had a frequency range of 2.5 to 22 mc/s, and an output of 5KW on CW, and 3KW on R/T. It went neatly and compactly into the space available, with about four-and-a-half inches to spare overhead. As fitted, it comprised two power, a modulator and two R.F. panels. The total length of these five similarly proportioned units was just over nine feet, and their common depth just over three feet. By a very well-engineered system of doors, hinged panels and sliding trucks, the whole equipment could be serviced from the front, which was a gleaming expanse of cellulose in two shades of grey, relieved with chromium plate but not a single visible knob!

The transmitter used the ship's standard 3-phase, fifty cycle, four hundred volt supply. The power panels employed both selenium rectifiers (500 volts) and mercury vapour rectifiers (1,500 and 6,000 volts). Very complete modulation (Screen and Anode) was provided in the final R.F. stage, and crystal or master oscillator tuning, was available. By means of ganged circuits and frequency calibrated dials, particularly quick and simplified wave-shifting was possible. The principal features of the R.F. panels—and perhaps of the whole transmitter—were 5 Kilowatt air-blast cooled pentodes as driver and output valves, of remarkably small size for their rating.

THE AERIAL ARRAY

The next problem was an aerial array which would not involve large losses in feeders. Since the geographical tracks and the dates of the passages to and from South Africa were known, it was possible to forecast six frequency bands which would cover optimum ship-shore working throughout both passages. Suitable frequencies were accordingly specially cleared in the, 3, 5, 7, 14, 18 and 22 mc/s bands.

The problem then became one of erecting the simplest possible array of suitable measured aeriels to cover these frequencies only—no others being required. Much theoretical and practical difficulty was experienced here, but there was eventually rigged from the mainmast to the after superstructure an array which included the following: For 3 mc/s, a deck-fed two-wire quarter-wave vertical, hung from the two outer port roof insulators: for 5 and 7 mc/s, two deck-fed, two-wire three-quarter-wave sloping aeriels, folded with a spreader, a quarter of a wave length from the feeder, at an out-haul point on each quarter (on top of the Royal sun-lounge) each leg being supported by a triatic to the yard: for 14 mc/s, a two-wire half-wave horizontal dipole, fed from the after end of the maintop, the dipole legs being sup-



ported on the triatics of the 5 and 7 mc/s aerials; for 18 and 22 mc/s, a four-wire half-wave horizontal dipole, about thirty feet higher up the mast, and supported in the same way as the 14 mc/s dipole.

This was indeed an array. It included thirty-five insulators, mostly glass, and had to be completely unrigged by the Telegraphists every time the ship was dressed or undressed—a not infrequent event on a Royal Cruise! Pyrotenax feeder cables were used from the transmitter to the five aerial feeder boxes. The physical difference between this small cable and the normal aerial trunking is noteworthy—particularly as the two dipole feeder boxes were seventy and a hundred feet respectively up the mainmast. The two R.F. panels of the transmitter were crystal-fitted, one for the three lower, and the other for the three higher frequencies to be used, and a suitable three-position aerial change-over switch fitted in the transmitter room for each R.F. panel.

THE CONTROL ARRANGEMENTS

Opposite the transmitter, on the port side of the after superstructure, another entirely new W/T Office, called the “W/T Control Room” was made out of space left vacant by the removal of a Warning Air Radar set. The nerve centre of this office—and indeed of the whole special installation—was the Technical Operator's Rack, situated in its centre. To this rack were wired the two R.P. panels of the D.S.10 transmitter, and the ship's normal main H/F transmitter, Type 57 DMR, as a standby. By a very well-planned process of throwing clearly labelled keys on this rack, the Technical Operator, a Leading Telegraphist, could connect the transmitter in use to any of the various pieces of terminal or ancillary equipment. This included desk radio telephones in the various royal apartments; outlying broadcasting positions fitted for the B.B.C. with high quality moving coil microphones; the B.B.C. Recording Room (see later); Automatic Telegraphy, Electronic Voice-Operated Carrier Switching (EVOS); Facsimile and other apparatus.

Installed round the bulkheads of the W/T Control Room were the Radio Teletypewriter and Facsimile Installations; also racks holding three SRE Receivers with associated amplifiers, which provided three-channel reception on special speakers built in throughout the royal apartments.

FACSIMILE EQUIPMENT

The Facsimile Equipment—again a prototype set—was produced by Messrs. Muirhead, with assistance from the Admiralty Signal Establishment. It consisted of three racks, nineteen inches wide and six feet high. The two outer racks each contained complete electrical equipment for one picture transmitter, the transmitters themselves being mounted on a bracket-supported shelf in front of the racks at table height. The centre rack contained the control panel common to the two transmitters ; cross-patching facilities so that units in each transmitter could be instantly cross-connected in the event of a failure ; and Teledeltos reception equipment, which allowed monitoring of own transmissions.

The picture transmitters work by “scanning” a photographic print which is revolved on a drum past a spot of light. The variations in reflected light caused by the dark and light on the print activate a photo-electric cell, which modulates the frequency of an audio-frequency tone of constant amplitude. This tone is then used to modulate the amplitude of the R.F. carrier. At the receiving end, the frequency variations of the tone are converted into amplitude variations, which modulate a beam of light played on to a photographic film. Negative reception of this sort was not required in *Vanguard*, but a simple positive form of monitoring was provided which reproduced the transmitted picture sufficiently clearly for transmission faults to be detected and analysed on board. This was done by converting frequency modulated tone output of a monitoring receiver into fluctuating DC, which operated a tungsten stylus on teledeltos paper clipped round one of the transmitter drums. This specially treated semi-conducting paper blackens—burns—when current is passed through it from the stylus to the steel drum on which the paper is rotating. The degree of blackening is governed by the current, and a fair picture is thus produced.

R/T facilities were available at this equipment in the centre rack, so that the transmitting operator on board was in instant touch with the receiving operator ashore.

Many people will remember the very high quality of the photographs transmitted to England and South Africa, and published in the Press. These pictures, taken by the “Times” photographer with the Royal Party, were processed by the ship’s photographic staff, printed the correct size for the drums of the transmitters, and, after scrutiny by the ship’s photographic officer, were handed in at the Signal Distributing Office, labelled and addressed. Thereafter they were handled and cleared like any other ship-shore message.

A/T EQUIPMENT

The Radio Teleprinter installation is perhaps of most general interest to Communicators, as it looks like becoming a regular feature of life afloat in the not very distant future, at least in cruisers and larger ships. In *Vanguard* it consisted of three printers, with associated equipment such as reperforators, Creed relays, tape transmitters and an undulator. A small plug-in concentrator allowed complete flexibility, so that any of the three printers could be used for reception, transmission or monitoring. Three B40 receivers were associated with the printers.

The normally rather drab appearance of teleprinters was transformed when the G.P.O. emulated the grey and silver D.S.10 Transmitter produced by Standard Telephones, and chromium-plated all three printer covers, and most of the visible fittings. The result was that operators could sit and admire themselves, if they weren’t too dazzled!

From the very first, little difficulty was experienced in teleprinter transmission

from the ship, but reception was a very different story. Hours of effort at first produced no return but gibberish. First improvements were achieved when remote reception was dropped in favour of a receiver mounted close above the receiving printer, and tuned by an operator who could watch the paper. With great concentration, it then became possible to achieve short periods of worth-while printing, provided that the signal/noise ratio was of the order of 14 decibels or better.

The next improvement was the introduction of space diversity reception while in South Africa. Two receivers were used, with whip aerials on the forecastle and quarterdeck respectively. The receiver outputs were fed into an RB150 bridge and combining unit, and the resulting rectified voltage fed to the printer.

It was still found, however, that there was an appreciable band width across which the received A/T signal sounded constant in headphones. In only about one-tenth of this band did the printer receive efficiently. Accordingly, since aural adjustment of the receiver was obviously not sufficiently critical, an oscilloscope was introduced, and a major improvement at once resulted. It became possible to keep accurately tuned by visual instead of only by aural means. Moreover, weak modulation and other faults from the transmitter end could be detected and reported, which previously would have been diagnosed as ship's faults and hunted fruitlessly for hours. On the passage home, the A/T showed immensely improved and well worth-while results, for both IN and OUT traffic.

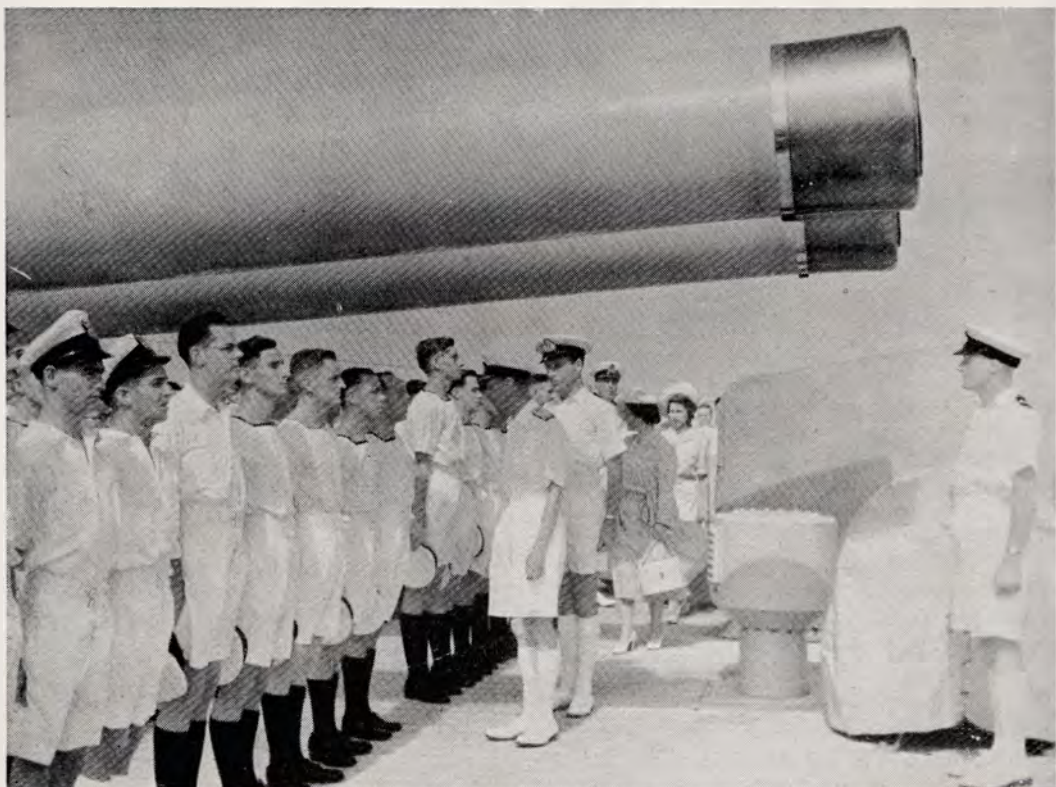
RECORDING EQUIPMENT

One additional office installed for the cruise remains to be described—the Recording Room. Space for this was found by removing all Naval equipment from another office. B.B.C. gear was fitted, consisting of two disc recorders, and a twin play-back table, with associated amplifiers, power units, loudspeakers, etc. The office was wired up to the Technical Operator's Rack in the W/T Control Room, so that it was possible to record, through this rack, from any other outlying positions, such as the broadcasting microphones or the desk telephones in the royal apartments. Vice versa, recordings made could be transmitted from the play-back table through the Technical Operator's rack and whatever transmitter was in use.

This facility soon became almost an amenity on board, and many features were recorded, and subsequently played over the ship's SRE system at more convenient times. The concert party was recorded complete on both journeys. These records were then re-played and studied, "dubbed" or cut as necessary, carefully timed, a written commentary made up to connect the various turns, and the whole—condensed into a running period of half an hour—transmitted alive into a B.B.C. programme in England. The teamwork between Frank Gillard, the B.B.C. Commentator, and Stanley Unwin, the Engineer, had to be of a very high order; for Unwin had to shift between twenty and thirty records during the half hour, and drop the needle into exactly the right groove on each record at the exact moment when Gillard came to the cue word. It is understood that such a job normally employs a team of ten or twelve experts!

GENERAL

It will be appreciated from all the above that on the passages to and from South Africa the Communication world was about its duties day and night. The special equipment was run to schedules with England and South Africa which varied from 14 to nearly 20 hours per day. The A/T services were worked with Naval stations at each end, but the R/T circuits were with Post Office terminals in London and Capetown, and Facsimile, through the Post Office Terminals, with Messrs. Cables and Wireless in both places. Co-operation throughout was admirable, and whilst in South Africa a most friendly liaison with our civilian opposite numbers ashore led



The Royal Family with the Communications Division in "Vanguard"

to an exchange of visits which included an official luncheon on board by Admiral Agnew to the Minister of Posts and Telegraphs, large numbers of Union Post Office and Cables and Wireless personnel being shown round the ship's communication installation, a day's golf match between the Wardroom and the Cables and Wireless Sports Club, and drives to see the country and visit radio stations for all Communication Ratings who wished to do so.

Whilst at sea, the Radio Telephone became a great feature of life, and was available to Officers and Ship's Company for ringing up sweethearts and wives whenever is was not in use by the Royal Party. The Communication Staff collected several hundred pounds for the G.P.O. in this way, at ten shillings a minute—and cheap at the price!

Only one breakdown of note occurred, when the D.S.10 transmitter suddenly went off the air during a "live" broadcast into the B.B.C. Light Programme. In general, all repairs and maintenance were carried out by the ship's staff, most of the team of Radio Mechanics having had short courses in the various equipments before sailing. A Scientist from the Admiralty Signal Establishment and an Engineer from Standard Telephones were, however, also carried, and did yeoman service in keeping everything going. The Technical Operators, Control Room Petty Officers and A/T Operators also underwent special training at Faraday House, Muirheads and Whitehall W/T before sailing, but it is of interest to note that a change round was effected while in South Africa, and more than half of those who operated the Special Equipment on the way home were trained to do so entirely on board.

Altogether a most memorable and enjoyable cruise, and a fully justified and successful Communication project.

"VANGUARD" RETURNS

Our reporter visited the Communications messdeck in "Vanguard" on her arrival home after the Royal Tour . . .

A perfect combination of work and play helped to make the *Vanguard's* South African voyage all the happier and more memorable for the W/T Staff.

When I visited the Sparkers in their Mess two days after the Royal Family's departure I found an atmosphere of quiet satisfaction that was justified by the competent way in which they had handled their experimental equipment.

Like the South African people, they found the Royal Family homely and natural. "Like any ordinary family, from what I saw of them," said one Telegraphist.

A full article dealing with the radio equipment appears elsewhere in "The Communicator," so on that score, it is sufficient to say that the Sparkers are pleased that it was a success and proud to have been associated with that success.

Whilst at sea, a newspaper was produced daily, and the Sparkers saw to it that there was no lack of material. They read an average of 7,000 words of press daily.

One of the highlights of the outgoing trip was the age-old ceremony of "Crossing the Line".

C.P.O. Tel. Brown, B.E.M. officiated as "Clerk of the Court" and meted out justice in a manner that

would have caused much eyebrow-raising at the Old Bailey.

Many found that "grime does not pay" and were duly scrubbed. Even Lieutenant-Commander Gallie, the Communications Officer, was not immune. He sought asylum on the bridge, and although I have it on good authority that he played a good Horatio, he was at last seized, ducked and painted.

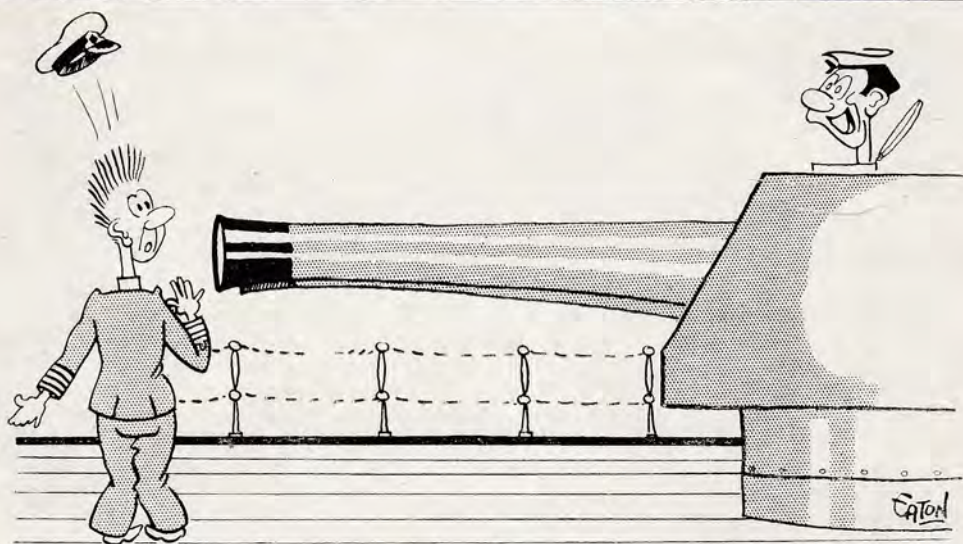
There was plenty of sport on board and although the Sparkers were knocked out of the hockey competition in the third round, they distinguished themselves at cricket when they played the V/S ratings.

Two members of the W/T staff were in the team that triumphed over a representative side from the Transvaal.

Buntings in the *Vanguard* were kept busy with the Ceremonial side of the Royal Tour. In fact they now humorously call themselves "The Interior Decorators," having dressed ship sixteen times and competed with a strenuous programme of decorating for parties and receptions.

Everywhere in the ship one sensed that mixed with the usual joy and excitement always associated with a homecoming was a feeling of pride and satisfaction at being part and parcel of the Royal Cruise.

Judging by the animated reminiscences of shore leave at the Cape, South African hospitality still ranks amongst the highest. Throughout the sojourn at Cape Town, the crew was feted and many were the happy weekends spent in the homes of South African people.



"HANDS UP!"

LET'S TALK SHOP!

FUTURE OF HOME SIGNAL SCHOOLS

Glenholt is now in process of closing down and the last of the Leading Tels. Courses there has been sent to Leydene. It is hoped to establish a Devonport Signal Section in the Barracks.

The Naval Air Signal School has moved from Arbroath to Lee, which has enabled a much better liaison between it and Leydene to be established. Senior classes will be sent there from Leydene for practical instruction in air communications.

Scotia has moved from Ayr to Warrington (Lancashire) and will carry out the training of all N.S. and S.S. Communication Ratings.

A new boys' training establishment has been opened on the site of the old Naval Air Station at Crail (Ayrshire) and will instruct a proportion of Communication Boys. This establishment has been named H.M.S. *Bruce*.

I.T. (INSTRUCTIONAL TECHNIQUE)

During the past few months, much effort has been put into producing "breadboard" demonstrations of various aspects of radio theory and distributing them to all signal schools and training centres.

An "ideal" touch-typing and R/T training room has been developed and it is hoped to make this standard for all schools.

First investigation showed that the total number of flap-sequence drawings required for aerial equipment will be over eighty! (Some flap!)

The Commander-in-Chief, Admiral Lord Fraser, when inspecting the Aerial Theory Demonstration Room during his recent inspection at Leydene, asked "And where is your Heaviside layer?"

W.R.N.S.

Arrangements are in hand for advancement courses for permanent Communication Wrens.

NEW SIGNAL BOOKS

The V.S.I. and W.S.I. are the latest books under consideration and it is hoped to simplify and reduce the size of both of these.

VOICE TRAINING

Liaison has been established with the B.B.C. and a course is being run at Leydene for instructors from some signal schools, and also for officers, to teach them the vital facts of voice production as opposed to voice procedure.

MESSAGE HANDLING

Most of us will have found the question of handling messages on a large scale to be one of the biggest problems in our branch. At the moment there is a committee sitting to try to improve the methods

and facilities for handling messages. Bright ideas on how to solve this problem are very welcome.

EMPLOYMENT FOR EX-COMMUNICATION RATINGS IN THE RADIO INDUSTRY.

The direct liaison which existed before the war with the larger firms in the radio industry has now been re-established. So far, thirty-six firms have stated their keenness to take ex-naval ratings. This is, of course, primarily of interest to ex-telegraphists but good jobs for ex-senior signal ratings become available from time to time.

This liaison is intended principally to assist men completing time for pension, but ratings leaving the Service after shorter periods are also given assistance, though the relative priority for recommendation is inevitably determined by length of service.

Full details and up-to-date information on employment at any particular time can be obtained from the Divisional Office Organisation at Leydene and from the other depot signal schools.

NEW COURSES

FOREIGN OFFICERS

The Foreign Officers' Course is proving popular and arrangements are being made for a third course to start at Leydene.

SHORE STATION MAINTENANCE (A/T) COURSES

Courses in Shore Station Maintenance generally, with the emphasis on A/T, are now being run from Leydene for both officers and ratings of the Electrical Branch. Periods are spent at various shore wireless stations, and visits are made to other Service establishments, Cables and Wireless headquarters and commercial radio firms.

The status of the (L) Branch vis-a-vis the Telegraphist Branch in A/T is becoming clearer. The senior communication officer or rating will have over-all control and be responsible for the traffic; the (L) Branch will do the maintenance; and the two overlap in the running of the circuits, where the (L) Branch will act as technical advisers and removers of faults.

The senior Telegraphist ratings will require a detailed knowledge of propagation and aeriels.

INSTRUCTORS' COURSES

The first course for both V/S and W/T Instructors since the war started at the beginning of this year. Owing to the large over-bearing in these rates the courses have been relatively small. It is hoped however to be able to improve on the numbers next year.

ROYAL MARINES

It is hoped in the future that Royal Marines will assist us more in communications in ships than in the past. With this in view, you will see a number of Royal Marines at Leydene undergoing courses.

V/S COMMENTARY

No firm news about the new signal books, but by the time this magazine goes to print certain interim amendments to both Conduct of the Fleet and the Fleet Signal Book will have been issued, which will help to bridge the gap between the present and the new books.

A new range of hand-held V/S lanterns is being designed at Admiralty Signal Establishment—the performance will be considerably better than at present with no increase in weight.

To those who lean towards the opinion that V/S is dead may we say that this is by no means true. The use of flags may not be so pronounced as before, but the duty of “attending on” and signalling by various lanterns, from the D.S.L. to the Hether, is still an essential requirement.

Owing to the over-bearing of Chief and Petty Officers a number of Yeomen are leaving the service under the “discharge by purchase” scheme. We are very sorry to lose them. The majority are becoming policemen. It is good to know they will still be handling “traffic” and no doubt will become adept in the appropriate signals!

RADIO ELECTRICAL BRANCH COMMENTARY

In the first number of “The Communicator” the current position of the new branch was summarised, and in this edition it is hoped to inform readers of the course of events over the past three months or so.

Training of new entry ratings has continued steadily. These come up from *Collingwood* at the rate of about twenty-four every fortnight and spend four weeks with us.

The first class of artificer entries is now up here for twelve weeks, and will provide the first E.A.s(R) when it completes course in *Collingwood* next April.

Electrical Officers Radio Conversion classes visit us for five weeks each, with a gap of three or four weeks between classes, and there are numerous visits from green-strippers with little time to spare, but a large thirst for knowledge of everything technical at Leydene.

The transfer of C.P.O. Tels., P.O.Tels., and L.Tels. has continued apace, and the majority of these now know their fate, though many of those accepted for transfer must perform continue communication duties until reliefs are available. The first conversion course for these is expected to commence in *Collingwood* in August.

Classes from *Collingwood* have become noted for their smart appearance and good behaviour; it was therefore most fitting for one of them, L.R.E.M. 12 (Collingwood's 121R) to be given the honour of representing *Mercury* in the King's Birthday Parade at Southsea on 12th June. We understand our

representatives came through with flying colours.

Radio Electrician ratings have now replaced their temporary badges of wings and M.'s with the new radio electrical badges. The new badges have invited somewhat caustic comment by their extreme austerity, and we think they should be marked “For Export Only”! It is hoped that more prosperous times will see them embellished with a few crowns, circles, stars etc.

W/T COMMENTARY

We offer our hearty congratulations to Lieut (L) L. A. Howes, R.N. and C.P.O. Telegraphist H. Brown on receiving high recognition of their hard work in connection with Radio Communication on board H.M.S. *Vanguard* during the Royal Tour.

Names of W/T personnel accepted for transfer to the Electrical Branch have now been promulgated. To those who have been accepted, we wish good luck in their new branch and hope they will not forget to provide those of us who remain “faithful” with shining new equipment capable of receiving the cricket score and other sporting results in season, employing the minimum of effort. To unsuccessful applicants we say “don't feel frustrated” for in post-war reconstruction some must inevitably receive disappointments which must be accepted for the good of the Service. Make the best of life, there's still plenty that is technical to interest you in the W/T department.

W/T ratings who aspire to Warrant Rank will do well to study Visual ways of life when the opportunity offers, as they will find it necessary to obtain more than a first-class archery certificate to qualify for W.C.O.

Every effort must be made to become proficient in touch-typing as this will shortly be a necessary qualification in examinations for higher rating.

Voice Communication instruction has now reached a high level at Leydene. This will soon result in increased efficiency in Voice Communication throughout the service.

It is important in their own interest that ratings who request, and are recommended, for higher rating qualifying courses, should make sure that the necessary notation, together with date, is entered on their W/T History Sheet. A word with their Divisional Officer will check that this has been done.

Ratings who hold *temporary* rates must realise that they will be reverted to their previous permanent rating if they are not recommended for promotion.

We have training with us at present the Radio Operators and Mechanics of the newly formed Ocean Weather Service who will shortly man the Atlantic Weather Ships. Some of them are ex-R.N. W/T types and we shall watch their efforts with keen interest.

The intense mental efforts of the last few months has produced an all-time low in wine bills, and the rare opportunities for recreation have been seized with avidity. One of the more memorable was the cricket match against the Long Course (G). Clad in white toppers, braces and face-fungus, the party delighted the citizens of Portsmouth, whose salutations were gracefully returned. The enemy were dressed in gay and mainly feminine attire, and they put up a tidy score against the crafty underhand bowling of John Oram. We batted well until they adopted the unfair tactics of catching the ball before it bounced. Multicoloured smokebombs frequently obliterated the combatants and thunderflashes burst around our gallant batsmen as the score crept ever higher. Picking fours from the ends of our whiskers, we reached the last over with ten to make and (yes!) the last man in, but the ball eluded both Mortonian bat and wicket when the winning four was wanted. Much later, Lt. Cdr. Dreyer congratulated the winners, and scored a winning hit himself with a very funny story about Gunners. We wish we could remember it!

SPORT AT LEYDENE

The Summer season for sport is well advanced, with athletic meetings being held in all the naval establishments, including Leydene. The various aquatic sports at Command level are under way at the time of writing, with the Port Water Polo Team giving a good account of itself. The Communications Team from Leydene does not seem quite so strong this year but we are hopeful that improvement will result in a good placing in the league table. Even supposing that we do not do well at Water Polo, we intend to enjoy some good fun on bathing parties at Hayling Island!

An interesting new sport has just been introduced to Leydene in the shape of Archery. We are fortunate in this respect as the local Portsmouth Club, who shoot for Hampshire and are the English County Champions, are quite handy and willing to give tuition free to members of the Establishment. Archery is a very skilful and interesting outdoor sport and we have exactly the right environment for the pastime at Leydene. *Dryad* and *Collingwood* both have teams who would prove doughty opponents.

A word of warning is necessary here—an arrow is more lethal than a .22 bullet ; thus a responsible person must take charge whenever shooting is in progress.

We are training up our best tennis players for the season's County Championships. Last year an R.P.O. from *Mercury* was successful in both the Singles and the Doubles at Portsmouth.

Leydene readers are asked please to give full support to the Annual Athletic Sports this year. Our objective is LOTS OF COMPETITORS. Whether expert or not, have a go!

Commentary on our 'staple sports'—Soccer, Rugby and Cricket—is being withheld until the Autumn number of the magazine, as the two former are (as last!) out of season and the latter is worthy of a page of its own. Suffice it to say here that some very interesting games are on the fixture list and the unconscious flexing of the finger muscles which one constantly observes is a sign of the times.

A.J.F.

Sports Officer.



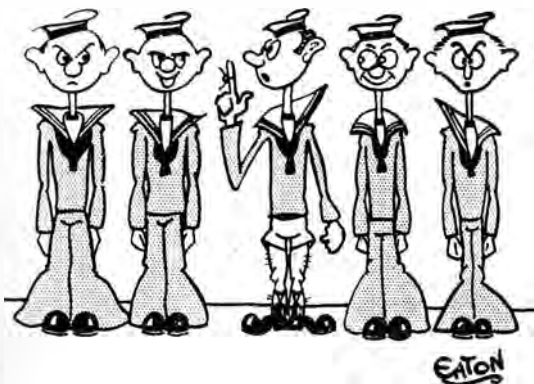
"It's gland trouble I tell you ! He gets the same rations as us."

WARDROOM NOTES

Considerations of space do not allow a full account of the many Wardroom activities since the last issue. The Summer Dance was the usual sparkling success, thanks to the dynamic efforts of the Training Commander and his team and the valiant work of the Wardroom Staff. The Derby outing was much enjoyed, although the financial advantage was extremely negative.

Intense Staff work has still left a small margin for domestic felicity, and we congratulate Lt.-Cdr. Dreyer and Lts. Pope and Seely on their family As. and As. Lt. Kane also deserves an honourable mention. Our best wishes go to Lt. Cdr. Graham, first home in the 1947 Matrimonial Stakes. He is being closely pursued by a large field.

"NOW WHAT'S THAT KNOT FOR?"



THE CIVILIANS IN OUR MIDST

After negotiations lasting about 18 months the civilians at Signal School now have their own canteen. It was opened on 21st April, is run on the cafeteria system and is proving a welcome relief from sandwich lunches. Most of the civilians take full advantage of this admirable service.

S.D.O. has become completely civilianised. Although a new departure for the Signal School, this brings the S.D.O. into the line with other shore S.D.O.s in the Port, which have for many years maintained a nucleus of civilians; in fact some seem to have been always a civilian commitment. As the new non-industrial staff includes a couple of young ladies, let us hope the sunshine of their smiles will add cheer to a normally sunless office.

A very high percentage of the civilians subscribed to the first issue of "The Communicator" and comments subsequent to its perusal leave no room for doubt that future numbers should prove equally popular amongst us.

E.P.D.

HEARD IN SIGNAL SCHOOL

In the OOW's Hut :

"The 'orse and cart's got a puncture"

* * * * *

Outside the Wrens' Classroom (after a lesson in simple electromagnetism) :

"I've heard of Seduction by Poles, but never Induction!"

* * * * *

In the Editor's Office :

Friday before Derby Day—"I've never laid a bet in my life!"

Monday after Derby Day (same chap)—"I'm having nothing more to do with bookies!"

* * * * *

In the W.R.N.S. Office (recruit speaking) :

"Please Ma'am, can you tell me where I should be—I'm Nelson."

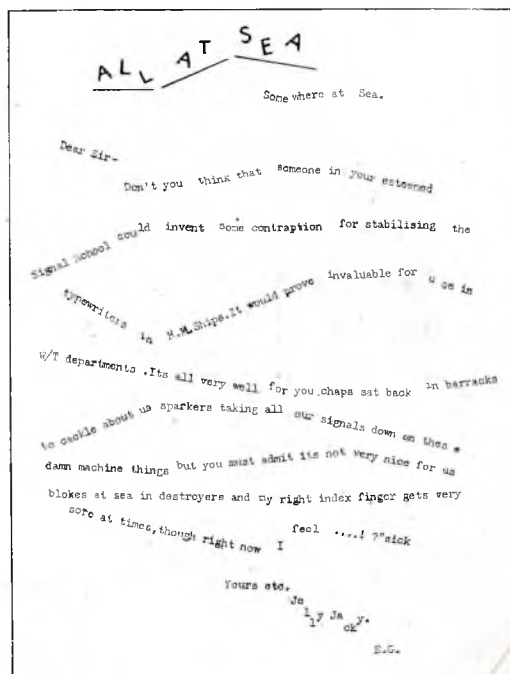
* * * * *

In the Radio Electricians' Mess :

"Surest way of going to sleep I know is to count Kc/s going through a Crystal Gate."

* * * * *

It is understood that C.S.B. MUNDUNGAS has been awarded £10 for an invention which ensures that colours at Leydene are always hoisted at the correct time. Technical details of the apparatus are too intricate for a description to be given here.



ROUND THE HOME ESTABLISHMENTS

R.N. SIGNAL SCHOOL, FORT SOUTHWICK.

To imaginative persons coming into contact with it for the first time, Fort Southwick presents an air of adventure. The front view of massive, brick-red bastions, embedded on the top of Portsdown Hill and overlooking the village of Portchester, takes the mind into the realm of Rudyard Kipling's "Gunga Din."

One of "Palmerston's Follies," the Port lies a few miles North-West of "Pompey" and within walking distance of the 'local', The Golden Lion (Home Brewed!), Southwick.

War put it back on the military map when Combined Operations took over the Fort as an H.Q., with a personnel of about 1,500, living and working in the labyrinth of modern tunnels, dug deeply into the hill.

As war brought one change to the Fort, peace brought another, and in April, 1946, it became an R. N. Signal School, home of the "Sparkers" and "Bunting Tossers," under Commander N. de G. Wymouth, R.N.

At first all the 'gash' was ditched on its doorstep—odd refresher courses, overflows from Leydene, and the like. Then in September, 1946, news came that H.M.S. *Scotia* at Ayr, was to close down and the establishment would have to undertake the instruction of 350 Ordinary Telegraphists.

The Fort once again became a hive of activity. Improvisation was the order of the day—the Ships' Company became everything from cement mixers to joiners—tables and benches were made from packing cases. Peace time red tape was "short-circuited" and on Guy Fawkes' day the first trainees started instruction.

Conditions were satisfactory until one of the worst winters the country has experienced settled in. It was then that the improvisation became apparent. Huts leaked, electrical circuits failed, heating stoves didn't, snow drifts blocked the parade and entrances to huts, and coke supplies ran out. Inter-Divisional snow fights became not so much a pastime as a method of getting warm, and keeping an eye out for "Jimmy the One" provided additional zest.

Throughout this trying time regular cinema and stage shows, and the twice weekly dances helped while away the long, dark evenings—the Dramatic Society, representing Portsmouth Division, later coming a close second in the Spring Inter-Port Drama League with their presentation of "Murder in the Cathedral," in London.

With the return of fine weather in May, summer sports were organised and took their place in the communal life of the Fort. As a result of the intensive

sports programme, the football team took second place in Division II of the United Services League, (Portsmouth), and water polo, cricket and tennis are now in full swing.

Meanwhile other Signal Schools had closed and there had been a steadily increasing flow of trainees arriving, the original numbers legislated of ten classes of 20 trainees apiece now being doubled. All these either National Service or Special Service Ordinary Telegraphists, the Ordinary Signalmen having gone to the new H.M.S. *Scotia*, at Warrington, Lancs.

After an overall spring clean and paint, the Fort was looking 'tiddeley' and just in shape for an inspection, when the Captain, H. M. Signal School, paid a visit, attending Divisions, and walking round the Camp. June brought another inspection, this time from the Commander-in-Chief, Admiral Lord Fraser, who took great interest in the activities of the Establishment and paid compliment to its appearance.

The tempo of life at the Fort is now running smoothly and its future is decided. In November, H.M.S. *Scotia* will be ready to accommodate all Communication Branch trainees, and the Fort is expected to start new courses for leading rates and may undertake touch-typing for Portsmouth ratings of the branch.

Perhaps the building of Fort Southwick was not a folly . . . !

(R. and S. Ord. Tels)

R.N. AIR SIGNAL SCHOOL

The Naval Air Signal School has been moved from Arbroath and is now situated at Seafeld Park, Hill Head, near Fareham. It is administered by the Commandore, R.N. Barracks, Lee-on-Solent. Cdr. T. W. B. Shaw, D.S.C. is the Officer-in-Charge.

One of our functions is to maintain the closest liaison with H.M. Signal School at Leydene on all matters affecting air communications, particularly with regard to the training of personnel.

Since April of this year, there has been strenuous activity. Many structural alterations have been made, and even the gardens have been knocked into shape. An unbelievable quantity of weeds has been cleared and the grass brought under control by the constant use of a motor mower.

All this has been completed against a background of shortage of hands, due partly to demobilisation.

A detailed account of our training activities and our life here will be given in future numbers of The Communicator. We will close this brief introductory note by extending our greetings to all Air Signal personnel everywhere.

P.B.S.

GOODBYE TO GLEN HOLT

Many many years ago my school-marm said "For being facetious Albert, you will write an essay of five hundred words for your homework—choose your own subject!"

Now, in my senility, a voice over the telephone directs me again . . . "Quickly Barnacle—write 500 words about Glen Holt by seven bells!" "What the—'ells Bells, my job's nothing but evolutions—anyhow,—bend on Pennant One!" :—

By the time this is in print we at Glen Holt will be packing our traps and setting out for Vicarage Road (alias Normandy Way) The honourable scars of our old and revered Signal School are being removed, new buildings are going up and we pray for a bright corner in the R.N.B. in days to come. Meanwhile Glenholt must go back to the owners. (Stand up the rating who said "They can have it!") and we with our renowned ingenuity, patience, initiative and what-not will doubtless bring fame and lustre to Vicarage Road as we did to Glen Holt (or did we?)

As will be well-known to many readers, the Devonport Signal School has been situated for a considerable time at Glen Holt, on the outskirts of the village of Roborough. The rural character of the surroundings has been known to shock many young tyros, who have considered ponies and young horses wandering up and down in front of the huts far from conducive to sleep and utterly alien to their idea of "Life on the Rolling Wave." History has regrettably not recorded the words used by the Chaplain when two horses, having found the door open, used the Chapel as a stable for the night! On the other hand, for those of such tastes the R.N.S.S. will be remembered as the base for many moorland walks and expeditions. For the many, however, as distinct from the few, the distance from Plymouth and the infrequent 'bus service were a source of frequent annoyance.

Until 1945 Lt. Commander Smith was the 1st Lieutenant and there has grown a rich collection of anecdotes on the sayings and doings of this colourful and very popular figure. From 1945 until the present day our immediate destinies have been controlled by Lieutenant Lamble. The award by His Majesty the King of the M.B.E. was felt by the Ship's Company, both officers and men to be very fitting and deservedly earned.

To those unacquainted with the Camp it should be explained that it was, what is euphemistically called a "Holiday Camp"—that is to say in the tradition of "hen-huts on stilts"—presenting a bizarre and revolting appearance, someone being once observed to say that they were perishin' hot in summer and hellish cold in winter. The war record and reputation of Devonport Signal School ratings speaks volumes for the efficiency of the training, therefore there is no need to dwell on this subject.

During the last two years the main emphasis has been on returning to Civvy Street and carpentry and academic E.V.T. classes have flourished. At one time even a Welsh class was in session.

Nor has the recreational side been neglected—many now demobilised will remember the Camp concerts and the joy of seeing Commander Dunlop stopped seven days heavenly grog!

Taking all in all, the rough with the smooth, there are few who will not have at least one pleasant memory of R.N.S.S. Glen Holt.

If on your zig-zag route down Step Street with the lights of the Grand Harbour twinkling below, shades of Glenholt inspire you to remind your chum zig-zagging with you that Jimmy-the-one never tumbled to that racket of yours, don't lose your balance if a ghost-voice whispers "not much"!

Ah well—wherever you are—we at Glenholt wish you happy days. Keep the party clean and bring us home a parrot.

A.F.L. and T.G.F.



WHITEHALL W/T

Whitehall W/T have sent in an extremely interesting account of themselves for which, unfortunately, we have not room in this issue without severe 'cutting.' Rather than do this we are holding the contribution for our Autumn number, where it will receive the space it merits.

Editor.

H.M.S. "SCOTIA"

This is our introduction to the pages of "The Communicator," and at first sight you may unknowingly think it our introduction to you. But really it is an introduction to very few, for most of you have met us personally at sea. H.M.S. *Scotia* hoisted her commissioning pendant in January, 1942, and has sent 20920 Communication Ratings to the Fleets and Naval Service all over the world. When H.M.S. *Valkyrie* closed down the entire entry and training of Hostilities Only Communication Ratings was centred in *Scotia*. Also all the Wrens who previously learned to "spit brown to windward" in H.M.S. *Cabbala* transferred their charm and seat of learning to us. Then too, there were our Allies the Norwegians, Dutch, French and Belgians all of whom in their hundreds received their training in *Scotia*. Each of these nationalities, be it added, were not only well to the fore in the life of this co-ed school, but also made for themselves a prominent place by their bearing and enthusiasm while on course, and upheld the highest standards on the occasions of inspections. It may have cost us a lot of wedding presents but, too, there will ever remain the happiest memories of great friendships between both officers and men.

It is perhaps interesting to record briefly the history of this Establishment which has handled the bulk of the training of the "Civilian Navy" communication ratings during and after the war. In addition to Allied ratings, in January, 1943 3,190 ratings were "on the books" under instruction.

Originally the beginning of a Butlin Camp in Ayr, situated on the sea shore of the Clyde approaches, the Admiralty completed the buildings to the holiday camp lay out, and so commissioned H.M.S. *Scotia*, under the command of Captain P. K. Enwright, C.B.E. Royal Navy, now promoted to Rear Admiral. Commander E. H. Kitson was the first Training Commander who set the wheels in motion assisted by Signal Lieutenant R. H. Curram, and Telegraphist Lieutenant H. D. Hynd, the good work being carried on by Commander Charles Bushe with Signal Lieutenant Lambie M.B.E. and Telegraphist Lieutenant Owen, and such personalities as C.Y.S. Froud and C.P.O. Tel. Criddle.

In December, 1946 the Camp at Ayr was returned to Butlin, and *Scotia* transferred to two adjacent Camps near Warrington. All the V/S, Teleprinter and Telephone Switchboard training is concentrated in North Camp, the W/T training being centred in the South Camp. The North Camp is fully equipped with flag hoisting masts, dispersed Aldis positions, signalling projectors, etc. There is an extensive Teleprinter Section with Switchboards and also instructional Telephone Switchboards for the Wren Switchboard Operators. The instructional block in the South Camp is still in process of building and, when completed about October, 1947, will provide for 840 ratings under training. Meanwhile the National

Service Ordinary Telegraphists are dispersed temporarily to the Signal Schools at Fort Southwick and Cookham Camp.

Ayr had many attractions in the way of a beautiful countryside on the doorstep, bathing and playing about on the beach, and few of the distractions that Manchester, Liverpool and Warrington offer for those with a shilling or two to spend! On the other hand in the present camps of brick built buildings there is a radiator in each cabin which sleeps two ratings, and constant hot water day and night! We do, however, miss the sea, and regretfully have to admit that due to the concentration of initial training inland the Ordinary Signalman and Ordinary Telegraphist joins his ship without ever having seen the sea, let alone without having even a nodding acquaintance of the "King's Ships."

So the war over, *Scotia* continues her same function in the training of National Service Ordinary Signalmen and Telegraphists, together with Wren Teleprinter and Telephone Switchboard ratings, and when the Master at Arms reports "the bodies have arrived from Depot—National Service Sir" we trust you will not be wondering what strange visitation has befallen you.

Of course we are apt to be absorbed in the sense of our own importance, for example Smith announced under examination that "... he will receive his message on the appropriate Naval Message form from the Yeoman or Flag Officer and selecting a good background and using the best possible angels he was taught in *Scotia* in this way even a very ordinary signallman can deal successfully..."

"SCOTIA"



"Can Stripey have some rads for the 49, please Chief"

COOKHAM

Hitherto this word has always been associated, in Naval parlance, with the word "fry,"; Cookham Camp, however, is an up-and-coming Signal School, near Rochester. In fact, it is assuming such importance that it is not uncommon to hear it stated that Rochester is situated near Cookham Camp!

It owes its origin to the fact that during the recent unpleasantness with the Hun it became obvious that R.N.B. Chatham would probably become an enemy target. It was decided therefore to instal underground all important equipment and to evacuate all the Intelligentsia to a safe place—of course the Communications Branch were transferred. The site decided on was Cookham Wood, a large expanse of primeval forest near H.M. Borstal Institution. We have no connection with the firm next door, and any similarity is purely coincidental.

The camp itself lies due North and South, and is divided into approximately halves by the "main road." On entering the camp it is apparent that the drab atmosphere sometimes associated with naval establishments, is missing. The Guardhouse and Leave Office are bounded by an elegant profusion of roses, which tends to produce an old world atmosphere. This effect is heightened by the fact that all the accommodation (desirable residences designed by Mr. Nissen) has been erected on sites cleared from the original wood, much of which still remains.

On the western side of the camp exists a large expanse of grazing land, which, when cleared of sheep, provides admirable facilities for recreation, whilst at the southern end we have that always interesting establishment, "The Wrennery."

During spells of fine weather the camp is a picture to delight any eye, but during the "chestnut season" it is unwise to linger and survey the beauties of nature, as bricks, sticks, etc. have a nasty habit of descending from above.

To the newcomer, Paradise is in sight, and the R.N. has indeed turned over a new leaf and provided a place free from regulations and musters. This delusion is quickly dispelled however, for in such matters we are as punctilious, if not more so, as any contemporary establishment. In the sphere of instructions, we cater for C.S., S.S., N.S. Classes and, at times, even that despised creature, the "Dockyard Matey," and no effort is spared in order that as much knowledge as possible is imparted. In fact, during the past cold winter, in spite of being in an exposed position, subject to rain, snow, hail, burst pipes, fuel shortage and other novelties, instruction continued almost without a break.

Last November the camp was peacefully invaded by a large number of National Service Ord. Tel. trainees from Scotia and these now form half our complement. However, many Continuous Service Ratings are now arriving from all over the world, and it makes a pleasant change to hear again the

familiar phrase, "Roll on my twelve," instead of "Roll on my demob group."

With regard to entertainment, we have the usual "talkies" and gramophone recitals. In addition dances are held twice weekly, spot prizes and refreshments being provided. Now you know why we have a "Wrennery." Musical and Variety shows are also put on periodically by the camp concert party and very good shows they are. If the above are not enough, additional amusement can always be obtained by watching fire practice each night in the dog watches.

Early this year we were honoured by a visit from the First Sea Lord, which necessitated quite a few dummy runs before we attained the required peak of efficiency. We received Sir John with an armed guard of S.S.X. Ord. Tels., under the command of a Commissioned Signal Boatswain R.N.V.R., a combination which we think has not often been turned out.

Recently we have received three more classes ex "Glenholt," and it is our firm conviction that we get these extra classes because of the finished product we turn out, which can be described only as a "Superior Article."

Before concluding we should like to wish all Signal Schools, at Home and Abroad what we wish ourselves. "Good Classes, Good Results and Good Luck."

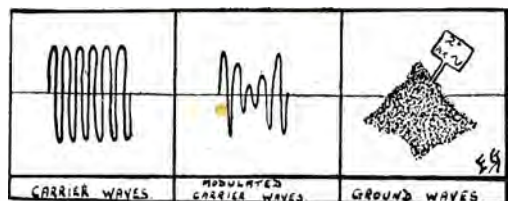
Lastly. This is Commander Napier, Officer-in-Charge, Cookham, writing—

"I use this means to address as many as possible of you, Chatham Communication Ratings, in whatever part of the world you may be serving.

When your time comes to return to Cookham, either for a Course or for your time ashore at home in Depot, it may well be that you will bring with you some question—to do with advancement, pay, examination results, private affairs, etc.—to which you wish to know the answer.

The standard to which Cookham works is "An answer, if only an interim one, on any question within five minutes." So should you have a question, take it as soon as you arrive to the Divisional Officer, Lieut. Bacon.

About the only thing we cannot guarantee to do is to provide you with a house, as one optimist asked us to do! To you all—Good Luck, a happy commission, and a safe return home."



HORSEA W/T STATION

Most Portsmouth communication ratings have seen, if only from a distance, the masts and buildings of the W/T Station at Horsea Island, but, it is a moot point whether many could find their way on to the Island without guidance.

By boat from Portchester Castle-tides permitting; by car at low tide over the Wadeway at the Eastern end of the Island—not recommended if it's your car, as it is a rockier road than even the famous one to Dublin, and springs are hard to get today; by a tubular framework bridge at the same end of the Island built just before, "D.Day" for the workmen who were building the Landing Craft Repair Base on the Island.

Horsea Island for W/T purposes dates back over forty years, when the Island came under H.M.S. *Vernon* Incidentally H.M.S. *Vernon* was the pioneer of W/T for the Navy.

The birth of Service Wireless from the induction coil and coherer through Spark, Arc, and Valve Transmitters high and low power, Crystal and Valve receivers, with grids that the telegraphist on watch always swore he could fry a bloater on, valves of 1917 vintage that served a two fold purpose, of supplying secondary lighting in the W/T cabinet when main lighting failed. If the present twelve valve all-wave receivers were now so fitted, surely the receiving bays would resemble a miniature Piccadilly Circus of the good old days.

The Experimental Staff under the Captain of the Signal School pre-1939 were housed in R.N.B. Portsmouth. There the technique required for the Royal Navy was worked out. If for high power transmitters, the assembly and trials took place at Horsea. Today the large number of Scientific officers come under the Signal Establishment at Haslemere but trials are still carried out at Horsea. Rarely a day passes when there are not one or more technical experts from Haslemere searching for that elusive something which will improve the efficiency of Ship and Shore Communications. Yesterday it was Radio Teletype Transmissions, today coaxial trials to find the perfect no-loss aerial, tomorrow, Frequency Shift Keying.

Sometime in the near future a new Station will be taking over the duties of Horsea. Expansion sounds the death knell and Horsea will be just a memory. From pioneer days, way back, aerials hoisted on buildings; then to 400 foot masts into which an aircraft flew 200 feet above ground and jammed between the lattice work. The airman was brought down safe and sound. Today the masts at Horsea always remind me of a Hollywood film about oil wells in America; looking from a distance at the thirty 90 foot pylons it does not require much imagination.

Horsea will be losing its title of being the Royal Navy's largest transmitting station, but no other

station has lived so long, sending its messages all over the world, even under the sea, where the golden sunlight never reaches and the submarine lies hidden amongst the amber coloured seaweed awaiting "Admiralty Orders."

W.C. (S.W.S.)



ANCIENT AND MODERN AT CLEETHORPES

The majority of the Telegraphist Branch will recognise the call signs of GYE, GYC4 and GYD7 at Cleethorpes W/T. During the whole war period, day and night, a Type 22C pushed out GYEs.

In the early days, whenever enemy aircraft were visiting, all hands set about cleaning and overhauling and somehow she was kept going. Having done her share she has now been laid to rest, and we remember with pride the comment of one P.O.Tel. "Thank God for GYE."

A new Marconi job, type TFL 76D, now uses this call sign from North Wales.

GYC4 uses a good old-timer, a 25B. We gave her an extra polish up when we had a report from Malaya of GYC4, QSA5. Once, an up-to-date set was sent for replacement, but the 25B has been repaired and remains in active service 24 hours a day.

The modern part of our story is GYD 7, a Standard Telephones CS3B. The many gadgets were soon mastered, but, infrequently, it is very unpopular when things go wrong.

The nucleus of the maintenance staff is six S.W.S. ratings, all due for pension shortly. Although they may be much maligned, they do their best to give you good reception.

E.H.S. (S.W.S.)

**"LET'S NOT
DO ANY MORE
MORSE ! "**

**Joan Fulton of
Universal Pictures**



TOPICS OF SIGNAL IMPORTANCE

The opening performance of the Royal Tournament took place on June 12th, and representatives of the Communications Branch took part. The standard of performance was high and several thrilling new spectacles were introduced. The presence of the Royal Family, who displayed evident enjoyment, added much to the pleasure of the occasion, and the feeling of pride and exhilaration produced among the spectators was just what is needed in these difficult times.

* * * *

Evidence of the versatility of our branch is provided by our representation at Bisley and the Royal Tournament.

* * * *

Admiral Lord Fraser brought a nice sample of C-in-C's weather with him when he came to inspect H.M. Signal School, Leydene, on June 17th. His visit will be particularly well remembered by Stores Assistant D. R. Marris, who, having confessed to being a reporter in civilian life, was instructed by the Admiral to write an account of the inspection forthwith.

This account was presented a few minutes later, and concluded with the sentence "Admiral Fraser left, well pleased with his visit to H.M. Signal School and granted the Ship's Company a 'Make and Mend' with leave." This was a happy example of correct forecasting, though had the Admiral discovered the bird's nest with eleven eggs which was found in the Flag Locker in the "dummy run" of the inspection, it might have made some difference!

* * * *

Lt. Roger Durnford, winner of the 1946 Jackson-Everett Prize, informs us that he recently received a letter addressed to The Director of Naval Pigeons, Malta, asking for employment. He had to reply, with regret, that W/T is all the rage these days.

* * * *

We have read with much interest an account of the progress of art during the war in the particular sphere of canteen decoration. N.A.A.F.I. realised early in the war that pleasant surroundings could have a strong effect on mind and morale. The artists who came into the Service had little outlet for their talent, and they were encouraged to adorn the walls

of canteens with pictures and friezes. There was much enthusiastic co-operation from men and women who had previously not been interested in art, and this formed a stimulating off-duty activity. We are sure that Communications personnel who have served in out-of-the-way spots will endorse an editorial word of appreciation for the many beautifully decorated N.A.A.F.I. Clubs which helped to ease the burden.

* * * *

Instructor Lieutenant-Commander Dustan, who has been a strong influence in radio instruction at Leydene, is happily moving no further away than *Collingwood*. The Electrical Branch will be very pleased, and we at Leydene can look forward to seeing him fairly often.

* * * *

To outgoing H.O. personnel and time-expired men the above exhortation is directed. The Government schemes for resettlement are beginning to wind up. The Business Training Scheme finishes this year, the Teacher's Emergency Training Schemes in England as well as Scotland are not receiving any more applications after June 30th and the Further Education and Training Grants do not apply to men joining after September 30th, 1947. For Wrens the qualification for the latter concession is one year's service commencing not later than August, 1945. In addition, the range of E.V.T. courses is showing a tendency towards diminution, so if you do want training before taking up your civilian career, make enquiries now. Do not leave it till the day you go out.



"When I joined the Navy in 1895"

THE COMMUNICATOR

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All MSS., photographs and cartoons should be sent to the Editor at H.M. Signal School, Leydene, as above. These will only be returned to senders if asked for, and responsibility for them cannot be accepted by the Editor.

THE SILENT SERVICE

During the war in the Mediterranean a flotilla of destroyers at sea was being heavily bombed. One destroyer seemed to have received several hits and disappeared completely under a cascade of water. Onlookers on a nearby destroyer watched with bated breath as a signal was hoisted on the mast of the supposedly doomed ship—it would surely report that they had had several direct hits. The signal read as follows "PHEW."

LETTERS RECEIVED

(A SELECTION FROM OUR IN-BASKET)

P.O.Tel. J. R. Cooper of H.M.S. *Mauritus* has written from Malta offering us many valuable suggestions and criticisms. His letter is too long to publish but we thank him for his interest. He will find that many of his ideas are beginning to take shape in this issue.

* * * *

Yeo. of Sigs. D. Jackson of H.M.S. *Lagos* is offered our apologies for thinking that a photograph taken by him of a monumental Chinese dragon was in fact a portrait of himself!

We reciprocate his good wishes.

* * * *

This really hurts—extract from letter received :

"The complimentary copy of the magazine was much appreciated and after being passed round the mess was placed in the Information Room for all the lads to see. Since reported missing."

The writer of this shall be nameless, but if he has any conscience he will immediately subscribe a fiver to the Magazine Fund.

We like this letter so much that we have specially enclosed a cartoon below to show our fellow feeling. We know our Trinco too well!

"It was with keen anticipation that we out here in Trinco awaited the first edition of "The Communicator," five copies of which our W/Tel. Mr. R. White kindly ordered on our behalf.

Those of us who know Leydene well, read with nostalgia every word, and even, from this perpetual sunburning, insect-infested spot, envied you your snow . . .

We have a strong link with *Mercury*, as one of the Signal School's Captains during the difficult days of war is now Commodore-in-Charge Ceylon, Commodore A. K. Scott-Moncrieff, D.S.O., and he lives in a house adjoining N.H.Q. He still takes a keen interest in the Communications side of the work here. For the information of those who hope (?) to come to Trinco, we are also C-in-C East Indies, Admiral Sir Arthur Palliser, K.C.B., D.S.C.

We congratulate you and your staff on the first appearance of "The Communicator" and tender our best wishes for its future success.

Yours sincerely,

(Sgd.) H. C. Dade, P.O.Tel.



BACKBONE CYCLE

The Boatswain and the Carpenter,
In Something-Seventy-Four,
Sat in their half-deck rabbit-hutch
(Their rabbits went ashore)
And said, "We are Immortal, for
We are the Navy's core."

"We," quoth the Boatswain, "are Inspired
By some Divine Afflatus;
But others in obscurity
May seek to emulate us,
And tread the rocky path to reach
Our elevated status."

"And yet," replied the Carpenter,
"I think we are too few.
The members of the rankest rank
Should number more than two.
The life is very pleasant, and
There's nothing much to do."

The Gunner crashed upon the scene.
The Boatswain belched stock-hollum,
Observing to the Carpenter
In accents duly solemn,
"We three are Indispensable—
The Navy's spinal column."

But as the Service underwent
Extension of the spine,
All forms of life came crawling up
And falling into line.
And all the extra vertebrae
Exclaimed, "We're doing fine!"

The Gunner (who could read) surveyed
The bulging Navy List
And, having thundered, "Sack the lot—
They never would be missed."
Subsided with the advent of
The Wotelegraphist.

The Tiffy came, the Armourer,
The Air and Asdic kings,
And claimed Executivity
Or flaunted coloured rings
And, comet-like, the Pedagogue
Flashed by to higher things.

There came the Pusser and the Scribe,
The Warrant This and That.
They clamoured for a bigger mess,
A vaster cabin flat.
And some would pace the quarter-deck
While others trod the mat.

Then Stewards, Cooks, Photographers,
Arrived, the ranks to swell.
But, quasi-pseudo-technical
(Unless he changed to "L")
The ultimate anomaly
Remained the Warrant Tel.

The Boatswain viewed with grave concern
This ever-growing throng.
"I fear," said he, "the system of
Selection must be wrong."
"Relax," replied the Carpenter,
"They won't be with us long."

"The time has come," Their Lordships said,
"For spinal amputation,
The Sig. and Telegraphic WO.s
Must be 'Communication.'
You might just save your bacon-rind
By prompt amalgamation."

The Signal Boatswains all gave tongue
And loftily explained
That, though they thought the Warrant Tel.
Was somewhat under-brained,
He might just make the grade if sys-
tematically trained.

The wheels of Whitehall slowly turned,
Engaging very neatly.
The S.B. and the Warrant Tel.
Were docketed discreetly,
"Redundant and superfluous"—
And blotted out completely.

And all the other mushroom growths,
Who had been sitting pretty,
Came up on the agenda of
A Most Select Committee
And disappeared without a trace,
Which was (they thought) a pity.

The Boatswain and the Carpenter
Were drinking Plymouth gin.
The Boatswain spat reflectively
To lubricate his chin.
And said "A brave experiment—
We're back where we came in."

R.S.

(With apologies to Alice)

(and with more profound apologies to all those
mentioned—Ed.)

SOLUTION TO CROSSWORD

(See page 43)

ACROSS—1. Bunting Tossers, 9. Carrot, 10. The yards, 11. Nothings, 12. Thrash, 14. Ammeter, 15. Extract, 17. Instead, 19. Emperor, 21. Earths, 24. Milkmaid, 25. Windfall, 26. Saturn, 27. England Expects.

DOWN—2. North West, 3. Intense, 4. Gates, 5. Overtax, 6. Stair, 7. Rides, 8. Scandalise, 9. Heterodyne, 16. Rheumatism, 18. Abstain, 20. Milksop, 22. Aken, 23. Tidal, 24. Milne.

A Survey of Naval Communications

(With the current rapidly shifting scene in Naval Communications, both as regards personnel during the change from war to peace and technique in the actual methods of signalling, it is thought that a general survey of the progress of Naval Signalling from the earliest times will be of real interest to readers. In the present issue we give a general view of the ground to be covered. In subsequent numbers we hope to follow up with a detailed account of the more interesting phases in Naval Signalling development—Ed.)

1. HISTORICAL BACKGROUND

The history of naval signalling goes back many hundreds of years, but the varied methods of signalling as practised today are nearly all of much more recent origin.

Until the Napoleonic wars, signalling was mostly carried out by means of sail movements, firing of guns, and by flags displayed in various positions to convey different meanings from signal codes which had been privately devised and printed, and which were limited both in scope and use.

In 1780, Admiral Kempenfelt devised a code (subsequently revised and elaborated by Lord Howe in 1790) consisting of numeral flags and a small number of special flags and pendants, by which means several hundreds of different signals could be made. This code was basically the same as that used by Lieutenant Pascoe to convey Nelson's famous signal at Trafalgar, although the significations of the flags had been changed owing to the capture of the signal book by the French in 1804. A revised signal code containing much more detail was produced as the result of research by Admiral Home Popham, who had devoted much of his time to this subject over a number of years.

Semaphore was adopted in 1795 from a system devised by the Reverend Lord George Murray, and at first consisted of a screen containing six shutters which could be operated to give numerous combinations. This system was used by the Admiralty to communicate with the Nore and Portsmouth Commands, and comprised a number of signal stations situated on convenient hills, each of which formed a link in the visual chain between the termini. This system was extended later to Plymouth using an improved semaphore devised by Sir Home Popham in 1816, consisting of two moveable arms operated so as to form different angles, and lit by lanterns at night. It is claimed that in clear weather a signal could be transmitted from London to Portsmouth in ten minutes although it had to pass through ten different stations in transit. These land stations were finally closed down in 1848 after the invention of the electric telegraph, but the system is commemorated to this day as many of the original sites of these stations are known locally as "Telegraph Hill."

The Morse Code, so named after its inventor Samuel Morse, an American, revolutionised signalling on land by the introduction of the "Electro-Magnetic

Recording Telegraph." The use of this instrument was first demonstrated by the transmission of a message over a wire from Baltimore to Washington on May 24th, 1844. The wide possibilities of this system were quickly recognised and, in 1865, as a result of experiments and trials carried out by Captain Philip Colomb, Royal Navy, and Captain Bolton of the 12th Regiment, the "flashing system" was adopted by the Royal Navy, using shutters and flags by day and lamps by night for transmission of the Morse Code.

Visual signalling held complete sway afloat until 1905, and temporarily recaptured this preeminence in the year 1939, the year when Wireless Telegraphy emerged from its early experimental stage into practical use and further development. Even then, Their Lordships felt that the Naval Estimates would not stand the expense of this new "toy," regarding it somewhat as an unnecessary luxury, having just equipped, at great expense, all Ships with mast head semaphore. The revolution in naval communications brought about by the advent of W/T can be easily appreciated when it is realised that up to the year 1905 a naval unit when at sea and outside visual range, was entirely cut off from all outside communication except by despatch vessel.

The world-wide naval organisation and control achieved in recent years, and particularly during World War II, was made possible only by the communication "network" which has been perfected as a result of the rapid progress in the development of wireless and other signalling systems. These developments will be the subject of discussion in future numbers of this magazine.

H.S.

HEARD AT SEA

From the Bridge—"Searchlight, expose your beam!"
On the Flagdeck—"Searchlight, I suppose you been!"

* * * *

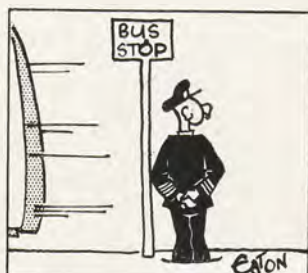
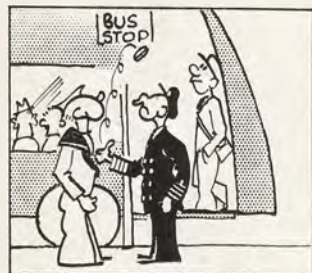
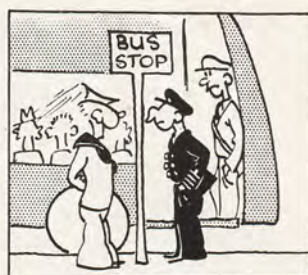
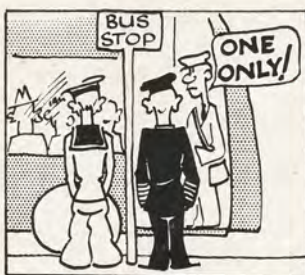
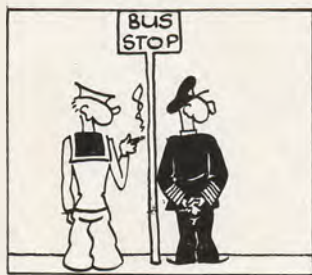
"Ship on the Port Bow Sir"
"How do you know it's a ship?"

(Sotto voce) "Well, it couldn't be a horse and cart, could it?"

* * * *

In the Met. Office: "Yes, I had to give up that job—the climate didn't agree with me."

KNOCKER WHITE



FOR EXERCISE

In the days when "Paddy" Boyle was C. in C.H.F., the Home Fleet were kept very much on their toes by competitive exercises like "Fire a gun", "All cutters report to flagship" etc.

Signals to carry out these exercises were received sometimes by V/S—sometimes by W/T. In H.M.S. *Rodney* the very young and untried Signal Officer decided to carry out an internal test to find out where delays in transit might occur and thus take steps to obviate them. With this object in view he proceeded to the Receiving Room one afternoon and gave a chit marked "For exercise fire a gun" to the Auxiliary Wave Operator, saying

"You have just received this, carry out the drill."

The young operator immediately pushed his emergency bell, the Leading Hand of the Watch rushed in, seized the chit, flew out to the Coding Office, frantically rang up the Gunnery Office and bawled out,

"For exercise fire a gun."

"Excellent!" said the young Signal Officer, "there's nothing wrong with *that* organisation!"

But in the Gunnery Office no one knew it was just an internal ship test and the Gunner's Mate, ably assisted by the G.O.s writer, quickly seized a 3-pounder blank, flew to the nearby saluting gun, loaded,

closed the breech and pulled the lanyard—BANG!—went "Rodney's" gun.

"What's all this?" said the Captain, who, somewhat startled by the bang, had come quickly on the scene.

"Fire a gun" said the sweating and very proud Gunner's Mate, "and we are first."

"That'll show the Nelson" said our excited Captain.

Minutes passed by, faces round the gun began to look a bit anxious—then BANG! went "Valiant's" gun, faces relaxed.

"My word! what a lead we got" said the relieved Gunner's Mate.

Presently the inevitable signal came from the Flagship.

"Rodney, Valiant from C. in C.H.F. What is the object of the gunnery practice?"

"Rodney's" reply wasn't so bad—an internal misunderstanding of the words "For Exercise," but poor old "Valiant's" excuse didn't hold much water—"We fired because "Rodney" fired and we thought we had missed the signal."

MORAL—Young Signal Officers should be very careful how they use the words "For Exercise."

J.A.N.



W.R.N.S. NOTES

Since the last issue of "The Communicator" there have been some changes in the Wren world. First Officer Rochester left at the end of March, and First Officer Davies became the Officer-in-charge. Third Officer Workman was relieved by Third Officer McDonald in mid-April.

Great activity has been shown as a result of the better weather. A burst of enthusiasm for rifle shooting enabled us to enter a team in the Inter-Unit Competition, and though we did not distinguish ourselves there, Third Officer McDonald was picked for the Inter-Command Competition which was won by Portsmouth Command. Swimming has been popular and Wren Bradshaw is representing the Command; Flewin and King played cricket for Portsmouth Command at Greenwich—apart from this rounders and tennis have been popular at Soberton, and also sailing whenever opportunity offers.

The Senior W.R.N.S. Officer, Portsmouth Command visited Leydene on 13th May, and we enjoyed having her here. The Superintendent from Burghfield came to see us on 23rd June and walked round Leydene and Soberton.

We were proud to have a platoon of Wrens representing us in the King's Birthday Parade in Portsmouth.

Friday Divisions have been less of a nightmare to all concerned now that we are more used to it, and after a bad start on a particularly hot morning, when the Commander had to field fainting Wrens, we managed to avoid further mishaps. The rumour that the Wrens went to pick flowers while waiting for the Commander-in-Chief's Inspection is hotly denied, but they were marched outside the gate so that they did not have to stand still too long.

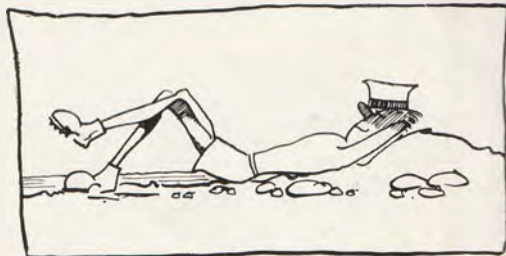
We have just heard that Chief Wren Walsh has been awarded the British Empire Medal in the King's Birthday Honours. She has been such a pillar of the Signal School since she came here in April, 1943 that we are all very proud of this recognition of her hard work, and offer our best congratulations.

W.R.N.S. TRAINING

W.R.N.S. Training has undergone several changes recently—in March it was decided to widen the scope of the W.R.N.S. D/F category to include all the duties performed by male telegraphists in Naval Air Stations or Shore Establishments, and a recent A.F.O. amends the name of the category to W.R.N.S. Telegraphist. The course has been lengthened from 20 weeks to 35 weeks and for the time being will continue to take place at Leydene.

Three courses of W.R.N.S. Telegraphists are at present in progress at Leydene—numbering 53 in all, which is only just over 50% of what the recruiting authorities had hoped to send us. Another course will start in August. Readers may be interested to learn that 6 former Wrens W/T have re-entered the service and passed through Leydene for a short refresher course. Their previous experience and general efficiency will be invaluable in setting a high standard for the newcomers to line up to, and they form a useful nucleus from which to draw Leading and Petty Officer rates.

No S.D.O. Watchkeeper courses have taken place recently but we have been delighted to welcome back many Wrens of this category who have returned here to assist with the operating of the A/T mock-up. S.J.W.



Wren's Pin-up?

The following story illustrates the consequences of inaccurate transmission:—

During the war in the Middle East, a certain General got rather fed up with the slow progress of the Army in the desert and finally persuaded the powers that be to let him form a one man Commando and attempt to capture Rommel himself, thereby bringing the war in that area to a speedy conclusion. Therefore one fine day he set off on a camel complete with wireless apparatus with which to signal his progress back to Headquarters.

H.Q. heard nothing for a long while and were getting rather worried when one day they got the following signal "ROMMEL CAPTURED" D.T.G. 141516. There was naturally great excitement and all H.Q. set about preparing a grand reception for the General. Suddenly a second signal was received which read as follows "Correct my * 141516 to read CAMEL RUPTURED"

** Special Western Desert procedure!*

SAILING RACE TO CHERBOURG

The Signal School Yacht, the ex-German 50 sq. metre *See Otter*, which is shared with H.M.S. *Vernon* was entered for a sailing race to Cherbourg from Cowes, Isle of Wight, which was arranged by the Island Sailing Club.

The race was due to start at 1730 on Friday, May 23, so all arrangements were made to leave Leydene at 1230 to give us time to get to Cowes for the start. After a certain amount of delay in collecting vast amounts of provisions, oilskins, a wireless receiver and other kindred stores, the lorry got away to *Vernon* and deposited us in time to sail—without our gear stowed—at 1430.

En route for Cowes, we were slowed up by lack of wind—a fore-taste of what was to come—but we had a good tide under us getting stronger all the time and eventually we arrived soon after 1630. During this part of the trip, the gear was stowed below, chiefly by Instr. Lieut. Holden, who also volunteered to do the cooking. This was a job which he performed extremely well and was not without its hazards, as the primus stove frequently burst into flames, and, with the occasional heavy roll, the kettle was liable to shoot boiling water all over the cook. At the same time, our receiver (an RBJ), without which a Signal School yacht naturally could not set to sea, was fitted and got working by P.O. Radio Mechanics, Jacques and Wood—a masterly achievement for it never failed us or broke away from its lashings.

On arrival at Cowes with an hour to wait for the start, our Skipper, Lieut. Seely, was put ashore to make final arrangements with the race officers and Customs while Lieutenant Rushbrooke manoeuvred the yacht on the line, as the battens, which we had forgotten in our hurried getaway from Portsmouth, were put in the main sail. Manoeuvring the yacht on the line was not easy with no mainsail and a 3 knot tide setting to the westwards and before long *See*

Otter had drifted round the corner out of sight from the Island Sailing Club from which the races started.

However, with ten minutes to spare, she sailed back to the right side of the line and we embarked the Skipper, who had commandeered a motor boat at the expense of much shouting.

We did not make a good start and crossed the line about ninth out of the thirteen entries as we had gone to the outer end of the line and taken more trouble than we should to avoid other yachts. At the time, it seemed unimportant, for we knew the race would be at least sixteen hours. However, it turned out to be a very good reason for denying us first place. The first leg of the course was down the Solent with the full ebb under us and a force two wind against us. This gave us a dead beat, in which we were able to employ one or two of the usual close water racing tricks, starboard tacking, etc. We found that with the genoa set, *See Otter* did not sail as close as the other yachts. She probably pointed about five points off the wind.

Notwithstanding our bad start and slight loss in making to windward on each tack, *See Otter* sailed beautifully. *Vernon* who had refitted her during the winter, had made a first class job. Her hull was very clean and it was a joy to feel her slipping through the water at 4 or 5 knots in the comparatively light breeze. By the time we arrived at the Needles Bridge buoy, *See Otter* was lying fifth or sixth. The leading two yachts were about five miles ahead. There was then a bunch of about five yachts with the remainder about three miles astern.

On rounding the Needles Bridge buoy, we lay close hauled on the starboard tack and were able to steer a course of about 185° true direct for Cherbourg entrance. The time was about 2130 by now and we knew that, for the next twelve hours, we would have all the effect of both the easterly and the westerly

setting tides, which would cancel each other out. At the same time, if there was enough wind—which there wasn't—with a maximum speed of six knots, it would take us about 12 hours, at a minimum, to get across.

In fact, we had little wind and for quite a time, during the middle watch we were becalmed. We split the night into two watches for Lieutenants Rushbrooke and Seely and into three watches for the rest of us.

At dawn we found ourselves in company with four yachts, and, thanks to some surprisingly accurate DR keeping during the night, which was later confirmed by a couple of sights, we had a very good idea of our position, about 25 miles 030° from Cherbourg. A decent little breeze of force three sprang up from the south-east at 0830 and enabled us to point straight to Cherbourg breakwater, when close hauled. However, we knew that, from 0930 onwards there would be a tide setting to eastwards, growing in strength as we approached the coast, thus, with considerable misgivings as all the other yachts were laying as close as they could, we bore away and set a course of 220°.

This manoeuvre turned out to be a great success and we made the western entrance to Cherbourg nicely, crossing the finishing line (just inside the breakwater) second to a 60 ton ketch, *Dodo IV*, at 1450, thus completing the race in 21 hours 20 minutes.

We then sailed up to the innermost harbour and secured, bow to a buoy and stern to a jackstay on the jetty, off the Yacht Club de Cherbourg.

Our next problem was to find out how, on corrected time, we had done. In the evening at a dinner given by the Island Sailing Club, we were able to get the other peoples times and after a certain amount of trouble, with four figures of decimals, we found out that we were second by 8 minutes to *Cohoe* belonging to Mr. K. Adlard Coles, who finished two hours after us.

The following morning, after the best night's rest *See Otter* could give us, some of us attended a "Vin d'Honneur" given by the French Yacht Club to celebrate the opening of their Club. We arrived early, because of a certain amount of confusion caused by the fact that the French were keeping a different time to us, BST in fact, and while we waited we heard a warning of a gale in the west channel.

As we couldn't afford either to be weatherbound on the French coast or to damage the yacht so early in the season, we decided to leave without delay and sail at about 1315, eating our lunch as we cleared the harbour. This meal incidentally, was the only one we had that in any way approximated to the normal time by DBST. The others for some reason best known to themselves settled on GMT as the best time to keep—we got used to it however!

After our rapid start with a light south easterly breeze we were disappointed to find the wind dropping and, when about 8 miles from the coast, to be completely becalmed. However, after making good, not much more than 2 miles in three hours, a breeze

sprang up from the south eastwards at 1800, which held until we reached the Nab.

With the wind abaft the quarter, we found there was slight difficulty with the mainsail, (getting aged and almost irreplaceable) which chafed the crosstrees, in one place particularly badly as the second batten tended to catch under its opposite crosstree.

However, with the aid of a backing wind and our old friend the tide, we found we were able to point for St. Catherine's without harming the sail.

We sighted the loom of St. Catherine's light right ahead at about midnight and at 0300, pointing as close as we could, set course for the Nab tower. Thanks to a strong easterly set we were just able to weather our objective, which we made at 0530.

It seemed, then, that the wind, which by backing and veering at convenient moments, had brought us so carefully to the Nab decided we should stay there, because, when we were nicely placed for the tide to sweep us straight on to the tower, it dropped right away.

However, after an anxious half hour, we managed to avoid actually coming alongside and the wind relented, giving us a nice little breeze from the north eastwards, with which we sailed up the harbour, securing in Vernon creek at 0715 on Monday, 26 May.



“ . . . and none of your Navy tricks with the nurses, mind ! ! ”

POST SCRIPT

We know that in many respects we are better than last time. We also know that we are still full of faults and omissions. But we are not entirely aware of what these failings are and it's up to you to tell us.

The finest way of doing this is by producing the sort of article you think we ought to print and sending it to us.

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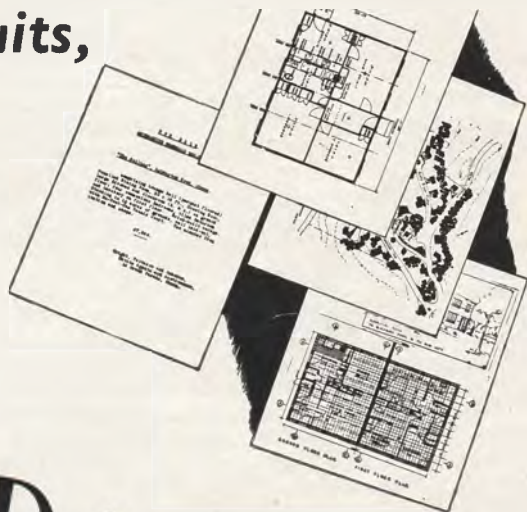
NAVAL ALLOTMENTS ARRANGED

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UP SPIRITS

This is the tale of Elsie Penn,
 A charming and attractive Wren,
 Seductive lips and lovely figure
 Like Venus de Milo only bigger ;
 Her dainty nose and fine complexion
 To good cosmetics owed perfection.
 Her lous heels and fascinations
 Were not as per the regulations
 Such azure eyes and ash-blond curls !
 One of the most alluring girls
 Who ever joined the Silent Service,
 To make poor senior officers nervous.
 Lieutenants, when they shambled past her,
 Would blush and feel their hearts beat faster ;
 And sub-lieutenants by the score
 Would cluster round her office door
 To ask her, sighing, after six
 To share nine-pennorth at the flicks.
 The Victualling Office was the place
 Where Elsie radiated grace
 And worked in admirable fashion
 To give each matelot his ration ;
 Comestibles in full supply
 Laid down by K.R. & A.I.
 One of the jobs that was her lot
 Was checking every sailors' tot.
 "Up Spirits" saw our Elsie there
 To allocate each mess its share.
 And as a sailor called his number
 Our Elsie, cool as a cucumber,
 Would call "Three pints," or less, or more,
 According to the book she bore.
 One day, however, passing by,
 A handsome snottie caught her eye ;
 In haste to indicate her pleasure
 She tripped up on a half-pint measure.
 And fell, as smitten by a club,
 Prostrate in the blinking tub.
 Emerging there above the rum
 All one could see was Elsie's bustle.
 Ejaculating "Blimey, quicker,"
 "She's soaking up our flicking liquor!"
 At least a dozen men I think
 Dragged Elsie dripping from the drink.
 The First Lieutenant standing by
 Cried, "Keep back! Let the damsel dry!"
 They laid her down on terra firma
 Amid a sort of awestruck murmur.
 Her curls were gone, her face was livid,
 Her pouting lips no longer vivid ;
 And in the tub upon the rum
 Complexion floated like a scum ;
 And thus poor Elsie paid the price,
 For from that day she cut no ice.
 The moral of this story is
 Protect your decorated phiz.
 It menaces your transient beauty
 To be distracted from your duty.

ANON (*I should think so!*—Ed.)

"Can you see things
 doing this?"



THE WOODEN HADDOCKS

When H.M.S. *Hood* first commissioned, boiling water was piped from the galley to the messdecks. This was a great innovation for the troops. The boiling water was primarily intended for making tea, etc. As can be well imagined it was used for a variety of efforts, such as rubbing out smalls. Thus it had to happen that the taps were locked and only unlocked at meal times.

Two young Signalmen I wot of were by this time firmly established as the Communication dhobeying firm.

The problem was how to produce much hot water at regular intervals, so a scheme was evolved whereby several pieces of wood were shaped and painted to resemble portions of smoked haddock. Day after day the pieces of wood were dropped in a large mess kettle and taken along to the galley.

"Drop of Boilers for the 'addick, Cookey."

"Use that copper" Cookey would say, and so the swindle went on day after day. Most people knew of it except Cookey.

Unfortunately the day dawned when Cookey had no boiling water and the Chief Cook was in the galley (most improper and inconsiderate of him). To the usual chant of "Drop of Boilers for the 'addick, Cookey" came a most unusual reply,

"Leave it there and I'll fix it later."

The unfortunate young Signalman was so confused that he dropped his kettle and fled.

Ultimately when Cookey fixed it, to his horror the 'addick floated quite nicely. Number-Mess had to reclaim the mess kettle and what passed between Cookey and the dhobeying firm cannot be recorded here.



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STEER EAST!

My phlegmatic friend the Trawler Skipper was bringing his ship down the North Sea towards Hull. The air war was at its height and the Naval Signalman on his bridge scanned the horizon intently with his "oppo" the A.B. who was in charge of the gun aft. No one remembered this gun being fired but it was a great comfort.

Suddenly an aircraft was reported—coming closer—a Jerry alright! There was a quiet move to "Action Stations" aboard the little ship as the plane circled the ship out of range. A lamp winked slowly and the Signalman spelled out the signal—"STEER EAST".

The Skipper grunted and sucked hard at his pipe, sparing only a glance at the Jerry. He spat over the side and kept a steady course.

Once again the aircraft circled and then coming in close dropped a bomb ahead—once again the lamp winked—"STEER EAST OR I SINK YOU." The Skipper grunted and crouched over his telegraph. "Fire that gun and mind you teach him his bloody manners" he said.

In came the aircraft a third time and all was tenseness as the Gunner wound on laying and training handles. The sharp rattle of machine guns from above warned everyone that Jerry had observed the trawler's attitude. The lamp winked imperiously.

"BOOM!"—and cries of amazement—Guns were dancing a hornpipe on his platform—he had put his only shell right through the Jerry! The aircraft swayed uncertainly and crashed into the sea dead ahead. The Skipper grunted.

As the trawler steamed through the wreckage two figures could be seen frantically waving from a brightly coloured raft. For the first time the skipper turned his head—"Yeoman, make a signal—STEER EAST!"

The trawler ploughed a steady course due south.
D.L.J.

TRUE STORY

The Chaplain in one of our Signal Training Establishments is the owner of a very expensive and luxurious Rolls-Bentley saloon in which he rolled up one morning to give his "welcome" talk to a newly arrived batch of trainees.

In the course of his talk he gave them a little questionnaire to fill up, in which was a column headed "Any extra information you wish to give."

Padre explained that he wanted them to write in this column whether they had any interest such as helping in the Church, Choir singing, interest in Rovers, etc.

One bright trainee wrote:

"Not much interest in Rovers—my preference is for a Bentley."

QRN

Whence this crack and crackle?

—Atmospherics

God or man made?

Often, through the watches of the night,

I listen and wonder.

It knows no calibration,

No range.

Conforms to no symbol

Ruled by man—hence a higher rule?

Heavenly communication?

Tuned in to God?

—I listen and wonder.

Wondering, the call startles me,

—Calling me.

K for traffic.

Bad morse or my own tired pencil,

I listen and falter.

Sorry IMI ALL—QRN 5.

—Heavenly communication?

—Heaven sent!

D.G.

"Think you know
all about antenna?
I've been using them
since Noah started a
Navy!"



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WHAT IS A/T?

Most of us have heard of the existing method of signalling using teleprinters, which are connected to one another through switchboards and cables; the whole forming a large communication network. The new idea is to develop a network which uses radio as the medium for conveying the signals from one teleprinter to another, instead of using cables. A large amount of equipment is common to both radio and land-line operation, and the two systems are capable of being inter-connected to form a very flexible and (it is hoped) a highly efficient world-wide network.

The teleprinter itself consists of receiving and transmitting mechanisms, with a keyboard not unlike that of a typewriter; and uses its own particular code, known as the "5 Unit Code." Messages can be perforated on a tape and passed through a transmission system in a similar manner to that employed in the present high-speed morse systems.

The main advantages claimed for the system are :—

- (a) The direct production of a "page printed" copy at the distant station.
- (b) The production, simultaneously with (a), of a

perforated tape which can be used immediately for re-transmission ("Tape Relay" working) by the distant station.

- (c) The flexibility of the system.
- (d) Simplicity, both of handling traffic and of training operators. (The latter being of particular interest when the training of "short term" National Service recruits is considered.)

The maximum speed of a teleprinter (at present) is 66 w.p.m.; so, to enable the system to really compete with a high-speed morse circuit, it is desirable to use what is known as "Multi-Channel" working. By this method a number of teleprinters can be worked simultaneously into one transmitter. At the receiving station, the channels are separated and can be used to operate teleprinters locally or passed over land line and radio as in (b) above.

At Leydene, experiments are still being carried out with the "Mock Up" of a shore station CCO, and at the same time, the equipment is used for the training of operators in A/T procedure and traffic handling; the operators being taken from the W/T or V/S branches and also from the W.R.N.S.

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COMMUNICATIONS GAZETTE

BUCKINGHAM PALACE.

14th May, 1947

"I am commanded by the King to ask if you would kindly convey to all those concerned with the preparation and execution of the arrangements for communication during His Majesty's tour of South Africa his sincere thanks for their work.

It was successful in every particular, and the King greatly appreciated the speed and clearness with which the necessary information was conveyed to him, no matter where he might be.

I do not recall a single instance of the system devised before we left England failing to operate smoothly and efficiently. To this result, of course, our cypher officer and his team made a very important contribution.

(Signed) ALAN LASCELLES.

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Lieutenant R. DURNFORD, R.N.

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R. BENNETT	A/SB	Mercury	Scotia vice Hales
S. F. BERTHON	Lt.	RNAS Sembawang	Terror vice Phipps
R. D. B. BIRCH	Lt.	Forth	Montclare
E. E. BLACKWELL	CEO(R)	Collingwood for course	Daedalus
W. S. BLOODWORTH	Tel.Lt.Cdr. (Ret'd.)		Promoted Tel. Commr. (Ret'd.) 9.2.47
R. W. D. BRAY	Lt.	RNSS Glenholt	Ganges
W. T. H. BRINKWORTH	Ty.A/Cd.Tel	Ferret	Released 1.4.47
J. E. BROCKLEHURST	CEO(R)	St. Angelo	Collingwood
T. R. BROOKS	A/Cd.Tel.	Glasgow	Appledore
G. S. BROWN	WEO(R)	Collingwood for course	Mercury II vice Gates
S. H. CADDY	A/Cd.Tel.	Phoebe	Transferred to 'L' Branch as CEO(R)
J. E. CHAPPELL	WEO(R)	Mercury	Mercury for A/T Course
E. C. CHILDS	Wt. Tel.	St. Angelo	Transferred to 'L' Branch as WEO(R)
			Mercury for A/T Course
S. F. CLAXTON	A/CEO/(R)	Mercury	Highflyer vice Baker
R. DANCE	CSB	Mercury	Tamar vice Condon
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K. H. DREW	A/Chief Officer S.W.S.	Cleethorpes W/T Station	Transferred to 'L' Branch as A/WEO(R) Collingwood for course. Promoted Lt. Cdr. 1.4.47 St. Angelo
R. G. DREYER	A/Lt. Cdr.	Mercury	Ganges vice Aitken
B. C. DURANT	Cdr.	Mercury	Confirmed in rank 29.3.46
J. H. ELLIS	CSB	Royal Albert	Transferred to 'L' Branch as WEO(R)
J. EVANS	A/Wt. Tel.	RNSS Glenholt	Promoted Lt. Cdr. 16.5.47
R. E. EVERETT	Wt. Tel.	Mauritius	Mercury for A/T Course
D. A. FORREST	Lt.	Highflyer	Norfolk vice Buss
T. L. GATES	CEO(R)	Mercury II	RNC Greenwich for Naval Staff Course 25.8.47
G. GOULDING	Wt. Tel.	Appledore	Triumph vice Short
P. W. W. GRAHAM, D.S.C. ..	Lt. Cdr.	Mercury	Confirmed in rank 6.4.46
E. F. HABGOOD	CSB	Mercury	Mercury vice Habgood
H. E. HALES	A/SB	Scotia	Promoted Lt. Cdr. 16.5.47
L. P. HUBBARD	CSB	Fareham	Mercury vice Chappell
C. A. JAMES	A/Lt. Cdr.	Mercury	Promoted Acting Lieut. 26.4.47
S. W. JONES	CEO(R)	Collingwood for course	Afrikaner vice Hynd
H. S. KERRY	A/Cd. Tel.	Excellent	Transferred to 'L' Branch as A/WEO(R).
G. KNIGHT	Tel. Lt.	Dolphin	RNB and Collingwood for courses.
R. H. LANDER	A/Chief Officer S.W.S.	Whitehall W/T Stn.	Mercury
H. K. LAUGHTON	Lt.	Byrsa	Terror for Kranji W/T Stn. and vice Moss
E. H. LEE, D.S.C.	Lt. Cdr.	Mercury II	Mauritius vice Kennard
I. C. MACINTRYE	Lt.	Ganges	Vanguard vice Howes
J. L. MICHIE	A/WEO(R)	Collingwood for course	RNC Dartmouth
P. D. L. MILLIGAN	Lt.	Dryad	St. Angelo vice Brown
G. T. MOATES	A/CSB	Venerable	Mercury
F. M. MURRAY	A/SB	Mercury for course	Daedalus
K. W. OWEN	CEO(R)	Collingwood for course	Truelove
P. H. PAGE	Lt.	Wolfe	Promoted Tel. Lt. Cdr.(Ret'd.) 1.4.47
C. PALK	Tel. Lt. (Ret'd.)	Victory as Port Radio Survey Officer	Promoted Signal Commander (Ret'd.) 26.11.46
W. R. PARIS	Sig. Lt. Cdr. (Ret'd.)		Mercury vice Graham
W. J. PARKER, D.S.C.	Lt. Cdr.	Joint Staff Course	Anson in contrn.
W. E. PEARCE	CSB	Nelson	Malabar for Bermuda W/T Stn. vice Prissall
H. PEXTON	A/CEO(R)	Mercury for A/T Course	Montclare
T. W. PICK, D.S.C.	Cd. Tel.	Forth	St. Angelo for Rinella W/T Stn. vice Brocklehurst
L. A. RAYNER, D.S.M.	WEO(R)	Mercury for A/T Course	Battleaxe as SCO
H. H. RIDLER	Lt.	RNSS Fort Southwick	B.A.D. Washington, D.C. U.S.A.
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C. D. SHEAD	SB	RNSS Cookham Camp	Superb vice Wright
E. E. SIMS	A/Wt. Tel.	Nigeria	Confirmed in rank 16.3.46
J. A. F. SOMERVILLE	A/Lt. Cdr.	Flowerdown	D.S.D., Admiralty.
R. SWIFT	Cd. Tel.	Royal Albert	Dolphin
P. M. SWINEY	Cd. Tel.	Ferret	RNSS Fort Southwick
J. T. TAYLOR	CEO(R)	Mercury for A/T Course	Terror for Singapore W/T Stn. vice Lawn
C. M. W. THOMAS	Lt. Cdr.	Nelson	Anson in contrn.
E. J. TIBBLE	A/Wt. Tel.	Bruce	Confirmed in rank 25.3.46
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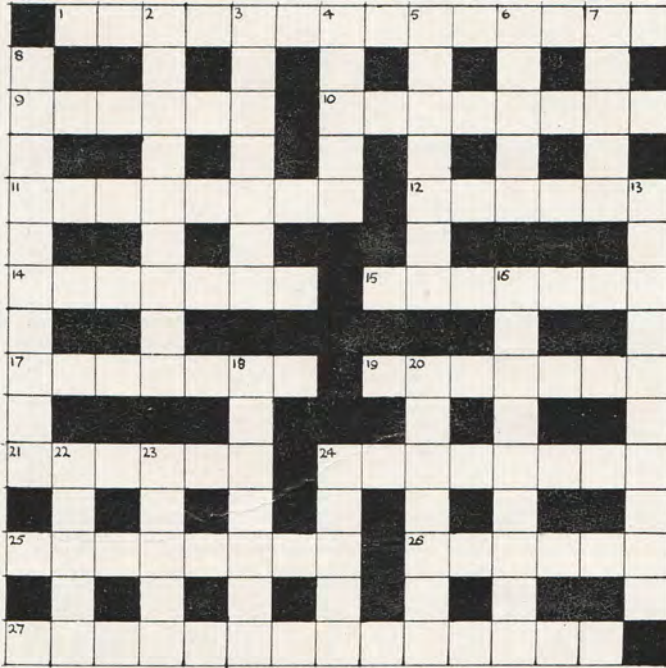
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COMMUNICATIONS CROSSWORD

(See page 26 for Solution)

Across—1. Signalmen (7, 7), 9. Vegetable vehicle decay ? (6), 10. See 8 down, 11. Sweet for love, not many of them for anything else though (8), 12. Beat (6), 14. Does this instrument count the morning hours ? (7), 15. To take out begins with something additional (7), 17. In place of detains (7), 19. Jones was more than a king (7), 21. $\perp \perp \perp$ (6), 24. "Sir," she said in song (8), 25. Lucky find for some but wouldn't help real sailors (8), 26. Ringed planet (6), 27. Beginning of a famous signal (7, 7).



Down—2. Early navigators looked for this passage (5, 4), 3. You should get this emotionally strained clue in ten seconds (7), 4. Pearly for heaven, golden for the west (5), 5. Dalton's motto ? (7) 6. With a heavenly body I make a means of ascent (5), 7. Destry does again (5), 8-10. Shock the dockyards in a trice (10, 3, 5), 13. Beat but not 12 across (10), 16. A cur ate him but the joint was diseased (9), 18. Refrain (7), 20. This effeminate fellow is served by 24 across (7), 22. There is not a word of truth in this foreigner (5), 23. Sea-saw movement (5), 24. Author of Christopher Robin (5)

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