

THE COMMUNICATOR



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AUTUMN
1947



CAN YOU DESIGN?

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EXCLUSIVE TO THE SERVICES

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>

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.

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SECOND PRIZE

£50

THIRD PRIZE

£25

25 MERIT PRIZES

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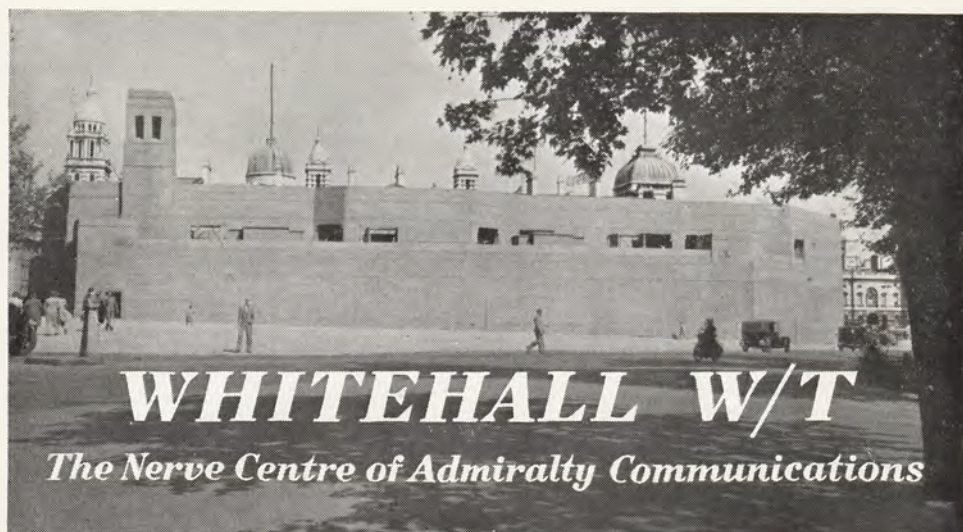


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When you are next in London, walk across St. James's Park; then, when you approach the Horse Guards, you will see in front of you a long, low, massive, brown building, obviously colossally strong, lying beside the main Admiralty building like a battleship at anchor. This is the Citadel, humorously known as "The Mappin Terraces," and Whitehall Wireless Station is within it. Since the war it is better known to the Service than it was; in the early days it was the Holy of Holies of Naval Wireless Telegraphy, and to be picked up by it for a mistake was a very black mark indeed. As is fitting for the main W/T station of the Senior Service, its history has been very long, as long as the history of service wireless itself; but to detail it all here would take far too much time and space.

The most convenient time to start this short survey of the history of the station is in 1926. The 1914-1918 War was over, and the present Officer-in-Charge had already started his long acquaintance with it. In those days the station had one receiving line on Senior Officers' wave, shifting every four hours to communicate with the Port Stations (the Home Ports, Portland and Rosyth). The other line was working routines with Malta and Gibraltar, then the only fixed services. Broadcasts were not used. Group "K" was the method used for promulgating general messages on the Home Station, this being an "I" method group between Whitehall (keying transmitter at Ipswich), Pembroke and Aberdeen.

About this time experiments were being carried on with H/F. work, which was then known as Short Wave. An experimental receiver (two-valve) was constructed on the station, and in conjunction with an I.C.W. transmitter at Cleethorpes, experimental communications were made with overseas stations which also had built their own equipment. These trials were so successful that fixed services were quickly organised with Stonecutters, Matara, Singapore, Australia, and with certain ships on overseas stations. The interest of operators in this new method of communication was so great that they would arrive on watch an hour before time so that they could man this line!

The need for better equipment was immediately apparent. The then D.S.D., Captain Somerville, now Admiral of the Fleet Sir James F. Somerville, therefore purchased a Burndept two-valve receiver, which became known as the B-7. This was a vast improvement, as it removed all hand capacity effects, the bugbear of operators, and generally improved selectivity and signal strength.

Up to this time only one frequency had been employed for H/F. communication—8570 Kc/s Duplex working was now considered desirable, and 9060 Kc/s was acquired as a transmitting frequency. An improved three-valve version of the B-7, which later developed into the Naval B-9 receiver, and a new transmitter, the Type 26, greatly improved the working of the fixed services. A better receiving site was soon needed and H.M.S. "*Flowerdown*" was taken over from the R.A.F. and developed as Whitehall's receiving station. Communication with Whitehall was effected by one telegraphic line operating a sounder. Cleethorpes was the original transmitting station, but with the advent of the 26 transmitter, Horsea Island was established. The control of the transmitters was effected by one line to Horsea and one to Cleethorpes, neither of which, we were mournfully told, were first-class. More frequencies were required; by experimenting with H.M.S. "*Yarmouth*" on her trooping cruises, frequencies of the order of 15-17 Mc/s. were found to be of advantage for long distance communication. The heavy hand of governmental economy was, however, laid upon further developments and until the 1939 War there were only minor improvements in the station.

Since its inception Whitehall Wireless Station had been situated in the Admiralty Tower, but after the Munich crises its exposed position and the immediate danger from air attack, (for invasion had not then threatened), necessitated a shift to the Admiralty basement in the summer of 1939, but luckily it was not to stay there very long. Much the same equipment was installed, with the addition of a six-channel V.F. system to Horsea, however. After the outbreak of War it was obvious that more and better equipment was needed, and due to the great exertions of Captain C. L. Firth, Captain E. W. J. Bankes and Commander C. D. Bonham-Carter, this equipment quickly arrived: it consisted mainly of S.W.B. and C.S.3.B. transmitters, with many more control lines, the then new receivers H.R.O. and B-28, which replaced the B-11.s. The ease and reliability of communication was greatly increased.

The year 1942 was memorable—although you may have memories of your own for that year!—for the fact that the station took up its palatial quarters in the newly-built Citadel, to the immense delight of all. High-speed morse services were rapidly developed. The Undulator method of receiving this traffic was later superseded by the Re-perforator and the Direct Printer. Broadcasts became the method of transmission to ships. Ship-shore communications rapidly developed from the pre-war M/F. system



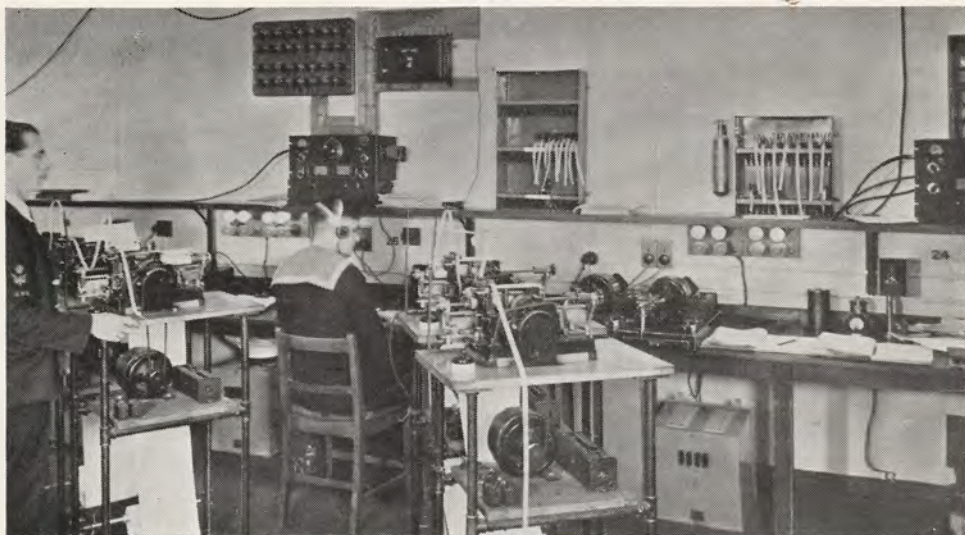
R.T.T. terminal positions for fixed services showing transmitter equipment indicator board



Main R.T.T. room

into the present H/F. working, controlled by special stations. The vast system of teleprinter circuits replaced the old system of the Port Stations passing all traffic into Whitehall by W/T. After four years of war the position was that of Whitehall controlling one receiving station and five transmitting stations. This remains unchanged.

With the end of the War the development of Radio-Tele-Type was paramount. To this end new types of receivers were installed at receiving stations and selected fixed services were used to develop it. To-day most of them use it. However, as a word of warning—whilst we have become so mechanically minded, it must not be forgotten that morse and the human element are still essential during bad ionospheric condi-



High speed reception positions showing direct printers

tions, if communications are to be maintained at a constant level of excellence. The future, except for those rash enough to forecast with false confidence, is as usual, dim. The present trend is towards R.T.T. and the making of efficient circuits for employment on the tape-relay system. It may be found of advantage to pursue the facsimile reproduction of communications. Experiments will show.

It is difficult to talk of the personnel of this station without mentioning personalities, especially in such a rampant hive of individualism. Let the bare numbers suffice. In the early days one P.O. Tel. and three Leading Hands were ample for all needs, including decoding and routing. The growth was such that during the peak War Years a Duty Officer and a watch of seventy P.O. Tels., Leading Tels. and Wrens were required. Since hostilities ended, with the consequent reduction of traffic the number has fallen to forty per watch. Originally the crew were entirely Shore Wireless Service, but during the War a motley collection of Pensioners, Wrens, Wireless Auxiliary Reserves, H.O.s and Continuous Service ratings worked with them, doing a splendid job. To-day, as the S.W.S. dies out, the majority of the ratings are Continuous Service, with a goodly contingent of the humble H.O. (Sorry! National Service) trying to help (or otherwise). However, no matter who composes the crew, the aim of Whitehall W/T will be to serve the Navy in the future as well as it has in the past.

THE LAY OF THE LAST SIGNALMAN

On a thickly-wooded sponson, where the last projector stands,
The museum pair of hand-flags hanging idly in my hands,
With my jargon half-forgotten, of my stock-in-trade bereft,
I wonder what's ahead of me—the only bunting left.

The relics of my ancient craft have vanished one by one.
The cruiser arc, the morse flag and manoeuv'ring lights have gone,
And I hear they'd be as useless in the final global war
As the helio, the fog-horn and the masthead semaphore.

The mast is sprouting gadgets like a nightmare Christmas tree.
There are whips and stubs and wave-guides where my halliards used to be.
And I couldn't hoist a tack-line through that lunatic array,
For at every height and angle there's a dipole in the way.

The alert and hawk-eyed signalman is rendered obsolete
By electrically-operated Optics of the Fleet,
And the leaping barracuda or the charging submarine
Can be sighted as a blob upon a fluorescent screen.

To delete the human error, to erase a noble breed,
We rely upon a relay, and we pin our faith to Creed,
So we press a button, make a switch and spin a little wheel,
And it's cent per cent efficient—when we're on an even keel.

But again I may be needed, for the time will surely come
When we have to talk in silence, and the modern stuff is dumb,
When the signal lantern's flashing or the flags are flying free—
It was good enough for Nelson, and it's good enough for me.

F.S.B.

LET'S TALK SHOP!

VOICE COMMUNICATION INSTRUCTIONS

Provisional agreement has been reached between the Signal School and the Gunnery, Torpedo and Navigation Schools to standardise all voice communication procedure whether by wireless, voice-pipe, telephone or talk back. The procedure for all these systems will be based on the existing Combined Voice Procedure.

Many ratings other than Communication ratings operate voice circuits; they also man internal communications in the ship. It makes their job much easier if the procedures are the same.

The most noticeable change for voice-pipe procedure is that the name of the place *being called* will come first. For example, the "TS" calling "all guns," by the old method would say: "TS—all guns"; by the new method it would say: "All guns (this is) TS." The words "this is" would be optional.

The new procedure book which is now being written in the Signal School will probably be submitted to a Voice Communication Panel which has been set up in the Admiralty to study the problem, and it is hoped that the book will be published next year.

NEW SIGNAL BOOKS

Within the next year the new Signal Books will probably be coming into force. They use the International Code of flags, the international numeral pendants and the U.S. Navy numeral flags. Make sure you keep yourself up to date with the colour of these flags, so that you will be ready for them when they come into force.

EMPLOYMENT FOR EX-COMMUNICATION RATINGS IN THE RADIO WORLD

Letters are still being received offering employment for ex-Communication ratings in all aspects of the civilian radio work. AC.R.E. (ex-C.P.O. Tel.) recently landed a £520 per annum job with the Home Office.

It is felt that many Communication ratings are not aware of the fact that the Divisional Offices at Leydene and the other Signal Schools keep up-to-date lists of employment available. These details are always accessible to ratings who are leaving the Service.

S.O.T.C.

The Senior Officers' Technical Course consists of Rear-Admirals and Captains who visit all the Naval Schools to be brought up-to-date on the latest developments and training. The most recent course of one Rear-Admiral and nine Captains spent a week at Leydene, beginning 8th September.

Besides the usual lectures, many demonstrations and exhibits were provided. One of the demonstrations took the form of a play on the stage of the theatre with the scene of action as the B.R.R., plotting

room and crypto-office of a cruiser. The object of the demonstration was to show some of the communication problems encountered in a seagoing ship in the ordinary course of its duty, and how the originator of signals can help considerably in their solution.

TOUCH-TYPING

Touch-typing has been introduced into the Communications Branch for the following four main reasons:

(a) **The need for copying ship broadcasts on a typewriter.**—During the war, in order to cope with the large volume of traffic that had to be transmitted on ship broadcasts, the broadcasts were run at a speed as high as 30 words per minute. This is faster than most men can write legibly with a pencil, so the traffic has to be taken down on a typewriter.

(b) **The need for all signalmen to be touch-typists.**—During the war the large volume of signals that required typing and distributing made it necessary for all ratings doing this job to be able to type accurately and rapidly.

(c) **The growing use of the teleprinter in Naval Communication circuits.**—Most naval land-line communication circuits now use teleprinters and many wireless circuits are being converted to teleprinter working. An essential requirement of efficient teleprinter operating is the ability to touch-type.

(d) **The growing use of keyboards in many other telegraph instruments.**—In order to implement this, it is hoped that as from 1st July, 1948, it will be a necessary qualification for advancement in the Communication Branch for ratings to be touch-typists. The standard to be aimed at is 40 w.p.m. plain typing and 30 w.p.m. Morse typing. It is realised that proper facilities may not be available in all parts of the world to teach you to type, but it is up to everyone who will be coming up for advancement to dig out and teach himself to touch-type.

The standard touch-typing book of the R.N. is B.R. 1687. Get hold of a copy, find someone who can touch-type to keep you on the straight and narrow, and settle down to teach yourself.

A book additional to B.R. 1687 is being prepared in the Signal School to help the teaching of touch-typing, with particular regard to marrying Morse and typing.

If you are teaching yourself, the marrying of Morse and typing should be conducted as follows. As soon as you have mastered one row of keys, have the Morse symbols for that row made to you, using letters taken at random from the exercises in B.R. 1687. Where possible, use a Morse tape and automatic transmitter. Speed of Morse should be between 12 and 16 words per minute.

If it is not possible to do this row by row, learn to

type accurately the three letter rows and then tune into a station sending steady morse at 12 to 16 words per minute. Do not attempt to type figures even by looking at the keys at this stage. When you can type all the letters accurately, go on with the figures and marry this with the Morse only when you are proficient.

The golden rule to remember during the learning stage is *never look at the keys* and operate the whole keyboard by touch.

OCEAN WEATHER SERVICE

Many of you have read in the papers about the ex-corvettes that are stationed in the middle of the Atlantic. Their job is to send reports of meteorological conditions back to the United Kingdom and to act in emergency as rescue ships.

The Signal School, Leydene, was asked to train the radio supervisors, operators and mechanics to man these ships. These civilians, many ex-Service men, spent several weeks at Leydene under training, and by the end of July, the first batch of thirty had completed their course.

The second batch is expected shortly.

[See special article in this magazine.—Ed.]

CHINESE RATINGS

The cruiser *Aurora* and the destroyer *Mendip*, which have been handed over to China, are being commissioned shortly. During the past eighteen months the whole Communication complement have been trained in the Signal School and their course is now completed.

Also being trained in the Signal School are the Communication complements for three submarines. An interesting feature of this course is that they are each being trained as a combined V/S and W/T rating.

V/S COMMENTARY

The plates of the flags to be used in the new Signal Books have been issued. International Code is the basis. After all these years the Basket has disappeared from the Shapes. Maybe we are exporting Baskets and, in any case, we can collect the Rogers and our old friend the Zebras in an Ensign Bag.

The new VSI is well in hand and trial versions may be available soon.

W.R.N.S. (SDO) and W.R.N.S. (T/P) are combining to become W.R.N.S. (Signal) and can be employed in future as SDO ratings, T/P operators and coders.

The usual V/S courses continue at Leydene, and, as a point of interest, many V/S ratings find it necessary to put in lots of time getting up to the standard at reading semaphore.

Obviously too much 10-inch at sea and not enough semaphore!

“L” BRANCH COMMENTARY

Few changes have occurred since publication of the last edition of THE COMMUNICATOR. Training of Electrical Branch personnel continues at a steady pace, and up to the time of writing eight classes of officers and eighteen classes of ratings have passed through. In addition, several classes of officers and ratings have been given shore station maintenance courses. One of each of all the above classes is at present on course, and the first E.A.(R) course is in the examination stage.

Collingwood has so far called in two classes of ex-Radio Mechanics converting to E.A.(R) and two classes of C.P.O. Tels. and P.O. Tels. for conversion to Radio Electricians. Telegraphist ratings accepted for transfer are reminded that they will continue their present duties until called in for the conversion course.

Congratulations to C.R.Es. Roper and Seymour on gaining H.E.T. Q.W.R. certificates and passing the professional examination for W.E.O.(R). They have now gone to *Collingwood* for the qualifying course for warrant rank, and we wish them every success.

Two staff instructors have recently left us for “Civvy Street.” C.R.E. Chamberlain has taken his twelve and is going to be a supervisor in the police radio services, while C.R.E. McCrae, who has been invalidated for having lost the use of one eye, is taking up a Foreign Office job, where, it is understood, he will be able to put his knowledge of teleprinters to profitable use.

The first class of ex-R/Ms. (W/T) at present undergoing the conversion course to E.A.(R) are now well advanced in the twelve months workshop training. The first few months of this course consist largely of learning to use a file within certain arguable limits, and one effect of this activity was to make several of them slightly muscle-bound and rather allergic to the sight of a file. However, they have left that part to the second course and have now gone on to lathe work and such things as milling machines. The same standard of workmanship as for an Artificer Apprentice is expected of them, and, up to now, all of them have attained that standard in each of the trade tests. We are very pleased to record such good progress and hope that the second class will produce equally good results.

During a recent visit to the second conversion course to E.A.(R) in *Collingwood* workshops it was observed that a certain C.R.E.(W/T) of rather diminutive stature had made himself a small wooden platform on which to stand. He explained that it enabled him to reach the vice and the file more easily.

* * * *

The night before the exam:

“Now my standard of knowledge on that set has gone up from ‘pitiful’ to ‘vague.’”

The day after the exam:

“I’ve got so used to working now, that I don’t know whether I shall be able to get out of the habit.”

W/T COMMENTARY

The 1947 Warrant Telegraphist Qualifying Course has completed its run and successful candidates will shortly be receiving their appointments. They have made history by being the last class to qualify as Warrant Telegraphists. It is anticipated that the 1948 class will be the first Warrant Communication Officers' Qualifying Course.

The transfers which have taken place to the Electrical Branch should shortly have their effect on advancement in the Telegraphist Branch. One effect, is that the next W/T Instructors Class, commencing in January, 1948, will consist of fifteen qualifying ratings and there will be no room for "revisors."

A start has been made at *Collingwood* on the Electrical Conversion Courses for W/T ratings. The first class of twenty-seven commenced on 11th August and the second class of twenty-three on 8th September. Courses are of thirty-eight weeks' duration.

Our first post-war class of W.R.N.S. Telegraphists has passed out and, we hope, is now applying knowledge gained in the right direction.

Our first class of Leading and Petty Officer W.R.N.S. (qualifying) is well under way and consists of six re-entry W/T W.R.N.S.

No decision has yet been reached regarding the future Communication Branch and it is unlikely that there will be any immediate sweeping change.

Meanwhile, there is no time for sitting on the fence and there is much that is new for all to learn. In particular, far more interest is required in becoming skilled keyboard operators.



"I was trained as a Captain's Secretary"

AMATEUR RADIO G3BZU

I have not very much to report this quarter. Contact with stations goes on at a steady pace. One QSL Card has been received from a Russian amateur in Leningrad, and another from a Scottish amateur, who, during the War completed a W/T's Course at *Mercury*.

The Club has been accepted for membership of the Radio Society of Great Britain. We hope this will encourage more new members to join us, as our numbers are rather lower than we would like.

W/T 2.



GOING THE ROUNDS IN "MERCURY"

ENTERTAINMENTS

Dramatics

We welcomed the *Collingwood* players with their presentation of "Suspect" on 1st July, which kept the audience in a state of suspense.

This was followed on 16th July by the *Victory* players' production of Terence Rattigan's play "Flare Path." Once again they scored a brilliant success.

We looked forward to the Petersfield Amateur Dramatic Society's presentation "To Kill a Cat" on 12th August, but owing to the illness of the stage manager and producer this had to be cancelled. Two of *Mercury's* players, C.P.Os. Ken Herbert Gustar and John Hatt, took part in this play at the Petersfield Town Hall, and were complimented in the local Press.

The last show presented at *Mercury* was "The Mocking Bird," an amusing drama-comedy presented by the Adelphi Players.

Visiting Shows

In the near future we hope to have the "Sharp Shooters," a variety party from the B.B.C. Final arrangements have not yet been made, but we expect that this show will be broadcast from here in the early part of October.

Mercury Drama

It is hoped that more Wrens and ratings will step forward to fill the places of our players who have been drafted or demobilised. A new play under the direction of C.P.O. Herbert Gustar is in production and it will probably be presented at the end of next month.

Dances

A grand Sports Day dance was held in the *Mercury* Theatre on 16th July. A gay time was had by all. The Captain(s) spot prize was won by the First Officer. Dance music was excellently played by Tony and his Ballroom Orchestra.

Plans have been made tentatively for a masked fancy-dress ball for the second week in October. It is hoped that everyone will enter into the spirit of the occasion and produce some really good costumes.

Dancing Classes

Dancing classes have been started in the establishment on Thursday from six till eight, under the tuition of "Tony." Price for the two hours is one shilling, so come along.

The Dance Band, which requires recruits, is giving fine service, and is still under the direction of LR/M Hardcastle.

I must now say farewell, and wish every success to Lieutenant Milligan, R.N., who is taking over as Entertainments Officer.

V. F. L.

WARDROOM NOTES

Life at Leydene has hinged on the glorious weather of the past few months. The tennis court has been in constant use, trips have been made to the beach, and scantily clad sunbathers have acquired stings and scratches in gathering a record crop of blackberries. For the Long Course, this has merely meant unquenchable thirsts and more frequent visits to the "George."

The most striking innovation has been the introduction of small fish to the fountain. They are not virtual members, but Captain (S) encourages a supply of flies from non-Service sources. Dropped on the water, these disappear rapidly with loud plops, an entertaining spectacle. The one small trout sulks beneath a stone and refuses to associate with his plebeian companions.

Our avuncular T.C., Commander Stannard, departed in characteristically explosive style, and we sadly bade farewell to Lieutenant-Commander Bill Graham (W.1) and Lieutenant-Commander Raymond Dreyer (W.2). At this point, the strength of the staff was *flagging*. We also miss the fresh, unusual contact of the personalities of the "Uno" course.

Our one wedding is that of Lieutenant (S) Frank Allwood, who receives our hearty congratulations.



Long Course K Cricket Team

Back row: Lt.-Cdr. Dreyer, Lts Kent, Ralph, Irving, Austin, Spencer, Dolphin, Morton
In front: Lts Oram, Dykes, Carr, Hawkins

SPORT

The summer season has now passed and we have started on the winter programme of sport. The highlight of the summer season was the Annual Sports Day, for the success of which we have much to thank the "Clerk of the Weather."

In the organisation of the Sports there was no lack of support from officials and competitors, and the continuity of events and success of the day were due chiefly to their enthusiasm.

It is hoped we shall have more hockey this season. The small ground on the S.W. Broadwalk is very useful for seven-a-side matches and a full-size pitch is being constructed at Soberton.

Water polo has been a bit of a failure this summer; the final matches were all cancelled by the governing authority, on medical grounds.

Every endeavour will be made before the opening of the next tennis season to construct our own tennis courts at Leydene. Two courts for ratings would create no end of fun within the Establishment and fulfil a much-overdue requirement.

The United Services grounds at Portsmouth have recently been taken over for administration and maintenance by the Royal Naval Barracks. Anyone familiar with these grounds cannot fail to appreciate the improvements which are apparent after only three months of naval control. In a year or two they will really be worthy of the premier naval port.

A. J. F., *Sports Officer.*

CRICKET

What a wonderful summer it has been! Only three games out of thirty-four cancelled or abandoned because of the weather. No wonder Dennis Compton made eighteen centuries and scored a total of 3,816 runs, thus becoming a double record holder.

Of the 31 games played we won 14, lost 16 and drew 1. Not particularly sparkling, but when one considers the depleted teams that we often fielded at week-ends, it is a fairly satisfactory performance.

We had a very good run in the United Services Knock-Out Competition and were eventually defeated by *Dryad* in the round before the semi-final. At one stage *Dryad* wanted 2 runs to win with two wickets to fall. The score stood at 154 for 8 for two overs and another coat of varnish on the stumps might have easily have swung victory our way, but it was not to be and *Dryad* won a most exciting game by 11 runs.

We had two very good games with Petersfield C.C. and left honours even; and then we took on Bedales School in an all-day game on the last day of their cricket week. The high-light was that although we lost by 50 runs (due entirely to the limitations of our own umpire), Mr. Murray, Sig. Bos'n, R.A.N., scored 114 in as many minutes without giving a semblance of a

chance. Bedales scored 287 and H.M. Signal School 238.

Then Whitehall W/T Station came to see us, led by Ldg. Tel. T. Hall, and narrowly defeated us in a most pleasant game which we hope is the first of an annual fixture. It is our turn next year, Nobby, so look out!

Games with most of the local villages and a few other Service establishments completed our fixture list and we very much enjoyed them all. The Soberton wicket was always interesting if not strictly true, but we are much indebted to Mr. Watts, the gardener, for all his invaluable work and to the Wrens at Soberton for their support.

One of the last games of the season was against the W.R.N.S. which ended in a great victory for the weaker (?) sex. The men had various handicaps to overcome, not the least of which was an Australian umpire!

Finally this article would not be complete without some reference to the staunch support of the Supply and Secretariat Branch. Not only did they faithfully produce a quota of regular players, but were always ready to fill in at the last moment, to umpire or score.

J. M.

SOCCER

Last season we had considerable difficulty in fielding two regular teams. Courses, drafting and demobilisation took their toll of players and we were indeed lucky when we could field the same eleven for consecutive matches. In consequence we did not do as well as we had hoped in view of the fact that H.M. Signal School is a major establishment in Portsmouth Command.

This season it was decided to enter one team only in United Services League, Division I. We shall have to face the same problems again. Several players who created good impressions in our two trial games have already left the establishment.

Besides entering a team in the United Services League we are entered for several cup competitions. We have been fortunate to draw byes in the preliminary rounds of the Senior Challenge and Charity Cups, but we shall have to meet the Royal Marines in the first round of the Navy Cup.

Players who hope to play for the Establishment must get as fit as possible. United Services League, Division I, provides about the highest standard of amateur soccer in the Portsmouth area and only those in first-class condition can hope to last out the ninety minutes at top speed.

We are fortunate this season in having our new pitch. It appears to have bedded down quite well despite the dry summer and we hope it will stand up to the wear and tear of several matches a week.

An Inter-Part League has been formed and these games will be played on Tuesdays and Thursdays in

the evenings until the failing light necessitates an earlier start. The following divisions are represented: Officers; Chief Petty Officers; Petty Officers; Signalmen; Telegraphists and Daymen. Trial games are being held and we are looking forward to a keen and exciting competition. The winners will be awarded a cup now held by the Chief Petty Officers, and we may present them and the runners-up with medals, but this will depend on the generosity of the Canteen Committee.

Finally we wish all players a successful and enjoyable season. Good shooting!

E. J. B.

RUGGER

Our fixture list for the season consists of twenty-one games, the first of which should have been played on 17th September. At the time of writing, however, the grounds are much too hard for us, and it is very likely that our first game will have to be cancelled. We are a fairly keen crowd on the whole, but it's as well to remember that an injury now can spoil the whole season.

Our prospects for the season are, as usual, quite indeterminate. Apart from a few of our last season's stalwarts, we have not played together before, but we shall knit together into a team that will enjoy every game, irrespective of the result. Naturally we hope to win, but we know that we'll give our opponents a run for their money.

This season U.S., Portsmouth, are running two extra XV's, all games to be played on Saturdays. Establishment games will be played on Wednesdays. So, if you are keen on two games per week, and fancy your chance in one of U.S. sides, give your name to your secretary. He may be able to do something for you.

J. L. T.

SAILING AT H.M. SIGNAL SCHOOL

Since the last issue of *THE COMMUNICATOR* there has been little competitive sailing.

By a piece of bad luck, *See Otter*, which readers may remember is shared with H.M.S. *Vernon*, has been in *Vernon's* hands during all the suitable races in June, July and August. She has been crewed from the Signal School and *Vernon* in alternate weeks, and it so happened that the purely arbitrary decision of *Vernon* starting on 1st April turned out to give her all the races. She has, however, been sailed for short cruises in the Solent during most of the available weekends.

Besides *See Otter*, the Signal School has been able to take whalers and dinghies away sailing from the newly established Portsmouth Sailing Centre at H.M.S. *Hornet*. The Centre is, on the whole, well organised, and has been able to meet most of our very limited requirements.

In addition to our routine sailing, we were able to borrow a whaler from the Senior Officer, Reserve Fleet, at Portsmouth, and enter for the Howard-Davis Cup, an annual trophy which is open for competition to whalers crewed by the Navy, the Army and the Air Force. The boat was very well "tuned up" for the race by H.M.S. *Resource* and it seemed that we had a good chance of winning. Regrettably, however, the orders for the race were not very clear—though it must be admitted that a more careful scrutiny of supporting orders would have revealed the secret—and the Signal School whaler was the only one which started in an easterly direction! However, we gained fourteen places by the first mark and began to regain our confidence, but by the end of the first round it became obvious that the first place—and the trophy—were beyond our grasp. We finished ninth after a very enjoyable day's sailing. Better luck next year!

For the future, it gives great pleasure to announce that the Signal School now have their own yacht, another ex-German 50 sq. metre, called the *Drossel*. Much planning is now in progress for what we should do with her, and includes: plans to bring her up to Leydene for refitting in the winter (causing the Commander many headaches); plans to keep her on the Hamble River instead of at Portsmouth next summer; plans to change her name to something more appropriate; and plans for forming a club of those interested in sailing to enable us to get more people competent to take the yacht away and to provide funds for the unfortunately essential costs of running her. More information on all these subjects will be given in the next issue of *THE COMMUNICATOR*, and it is hoped, in the meantime, that any readers with strong views will let us know what they think of our projects.

D. P. S.



"IS THAT ALL YOU SAILORS EVER THINK ABOUT?"

THE CIVILIANS IN OUR MIDST

THE COMMUNICATOR is proving a very useful link between ex-Communicators away and those at Leydene. This is particularly so in the case of establishments in the Portsmouth Command, with many of whom liaison has been established. Don't forget, ex-Communicators, your material can be utilised in the magazine. There should be many interesting reminiscences suitable for publication. If your contribution does not appear in the next possible issue, don't imagine it has necessarily been rejected.

It was pleasing to see the civilian side represented at the Signal School Sports Meeting a couple of months ago. Well worthy of comment was the very sprightly win in the Veterans' 100 Yards Handicap. It is hoped that next year's meeting will see even better representation on our part.

The promising start which was made by the canteen is being maintained. The service is well supported, an obvious sign that customers are as satisfied as is possible in these days of difficult catering.

E. P. D.

GEMS FROM THE LONG COURSE

PT O TL PT 3 OSC—means "Signal exercise suspended. Carry on smoking!"

* * * *

"I suppose the round valves are the same as the square ones."

* * * *

New prize for award to the Long Course—the Eccles Jordan prize for the biggest flop.

* * * *

"I'm not feeling very well this morning; it must be something I've eaten."

"Why, did you swallow the cork?"

* * * *

I was so tired that I ran upstairs to bed.

* * * *

Q.: "How did he get into Coastal Forces?"

A.: "Peter Scott wanted to paint him."

* * * *

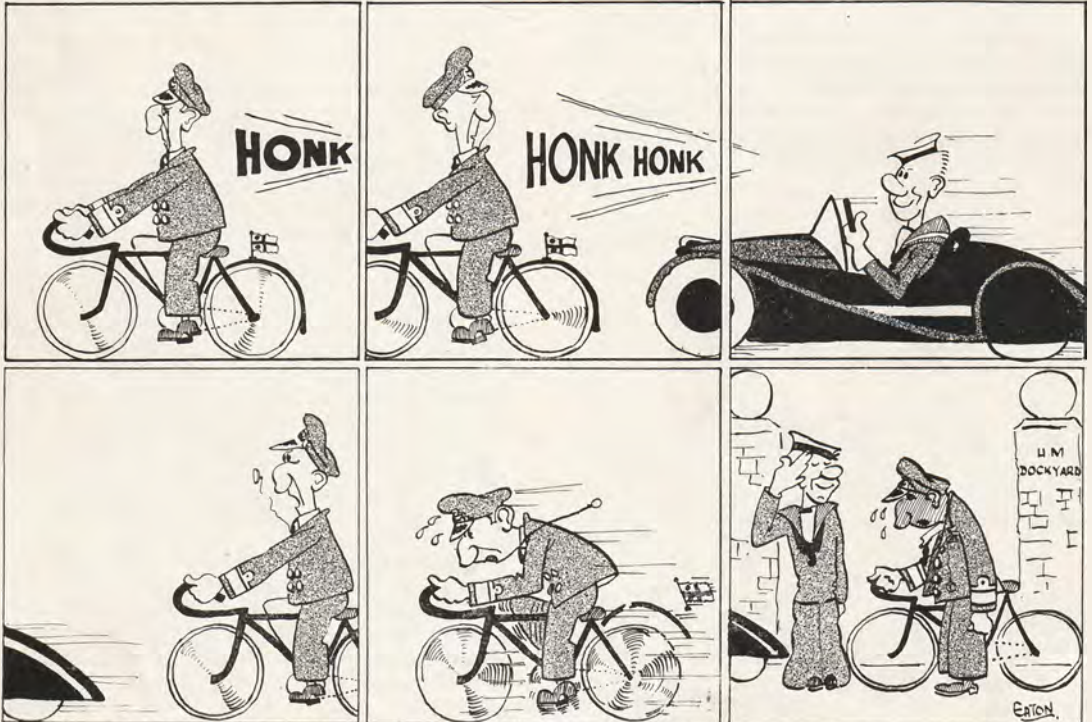
Q.: "Where is 57 DMR fitted?"

A.: "In the garage and Classroom 38."

* * * *

"Oh, aren't neons green!"

KNOCKER WHITE



ROUND THE HOME ESTABLISHMENTS



C-in-C's. Inspection, Fort Southwick, June, 1947
Guard of Honour



The March Past

R.N. SIGNAL SCHOOL, FORT SOUTHWICK

A wonderful summer has been exploited fully and the time has passed quickly with leave, cricket, sports and other activities—even if sullied by endless dits and dots, and the chant of carriage tick-tick-tick—return.

We managed to reach the semi-final of the Portsmouth Command Knock-out Cricket Competition, and, all in all, had a reasonable season, winning many more matches than we lost. Our own pitch is still rather rough and there is only a very thin stratum of earth above the chalk. Consequently, the side batting last has an interesting time, to put it mildly, particularly if up against a fast bowler!

The Sports were a great success, chief interest centring round the Inter-Mess Competition. As usual, the Veterans' Race attracted much attention and was won by the favourite, who started well over half-way up the course.

Then came summer leave, which provided a very pleasant break for all concerned.

In spite of the heat, soccer started as soon as we returned and some enthusiasts have founded a rugby team. The latter aren't expected to survive long! (See chalk referred to above.)

Amateur theatricals are again in the air and we hope to repeat our success of last year. There will be two plays this time—we are going to attempt something light for the local festival in November—"Arsenic and Old Lace" has been suggested; after that we hope to do something more serious for the March Inter-Command Festival. A lot of enthusiasm has already been shown and there is much competition for the feminine roles.

The "Sparkers' Paradise" *Scotia*, seems to be fading into the distance. What with the lack of concrete and

other items, this establishment will probably continue as at present constituted until the New Year. That, of course, depends somewhat on whether there will be any N/S Tels.—the rumour that the tunnels are to be rigged up as a coal mine to enable N/S coal-miners to get a little practice has not been confirmed.

NAVAL AIR SIGNAL SCHOOL, SEAFIELD PARK

Six months have now passed since the Naval Air Signal School made the big move from Ashbrook House at Arbroath to Seafeld Park, near Royal Naval Air Station, Lee-on-Solent. The School is now in the charge of Commander T. G. C. Jameson, R.N., who relieved Commander T. W. B. Shaw, D.S.C., R.N., at the end of July. Commander Shaw was given a traditional Guest Night farewell, and left to join Royal Naval Staff College, Greenwich, for the Staff Course, with good wishes from the School for his continued success in the future.

Lieutenant-Commander Schonfeldt, First Lieutenant and Chief Instructor for over a year, has been relieved by Lieutenant-Commander Kennard, the first non-aviator to become Chief Instructor of the Air Signal School.

Seafeld Park started life as a large country house with fine lawns and shrubberies. It was then acquired by a preparatory school, evacuated at the beginning of World War II and taken over by the R.N. Barracks, Lee, to act as an overflow for officers, ratings and W.R.N.S.

The house is in some forty acres of land, including a fine, large walled garden and a cricket ground. The latter is now the Air Command cricket ground, but needs a lot of work to remove the ridge and furrow effect in the outfield left over from its days as a strawberry bed.

During its occupation by the preparatory school

and then by the Navy, a number of hideous and not-so-hideous excrescences were added to the old building. The whole outfit is now being decorated and will, we hope, look less repulsive. The civil engineers, contractors and electricians are hard at work, and conditions for living and instruction are improving rapidly.

Since moving down from Arbroath, the following courses have done "time" at Seafeld Park:

No. 1 Signal Bos'ns (Q) Course; No. 14 T.A.G. II (Q) Course; Wt. Tels. (Q) Course; International Long (C) Course; and a large number of varied short courses—varying from two hours (there was a race meeting!) to two weeks.

Three long courses are at present with us: No. 7 long C Course, No. 15 T.A.G. II (Q) Course and No. 1 Aircrewman Conversion Course. This last is a highly experimental course, as, at the time of writing, the syllabus is still fluid and the details of the Aircrewman Scheme are not known.

Amongst the short courses, of particular interest are those for A.S.Os. on the "Emergency List"—the first three of whom have recently done their annual training—and for Extended Service Observers returning from civilian life for a refresher before appointment to squadrons.

As with the rest of the country, the weather has been magnificent this summer and has allowed us to play every cricket match arranged. The results have been excellent and included the winning of the Leon-Solent Inter-Port Cricket Cup and the match against Leydene.

It is hoped next year to have a quadrangular tournament with Leydene, Fort Southwick and A.S.E., Haslemere.

The Air Command Cricket Club held its first and highly successful Cricket Week at Seafeld Park in August. This will be repeated next year.

An Air Signal Officer brought in the following story:-

The types were mustering for night ops. on a certain Fleet Air Arm station up country in East Africa. The engine boys were revving up the kites and the air crews were stooging around. On came the runway lights and there in the middle was "Tiny," No. 1's pet lion. The Control Officer muttering an oath proceeded to urge Tiny off with well-placed kicks at the rear end. Returning to the Control tower he rung up No. 1.

Control Officer: "Look here, No. 1. Why the hell can't you keep Tiny under control when we are flying. I've just booted him off my runway."

No. 1: "Ha! Ha! I rather care for that! Tiny's been under my table all evening. Wizard prang!

E. J. B.

HULLO, VICARAGE ROAD!

The Devonport members of the family, under the charge of Lieutenant W. B. Willett, have just arrived in their new home and are now busily digging themselves in against the winter, whose onset is awaited with some anxiety.

Perched precariously as we are on the steep bank of the Tamar overlooking Saltash and I. K. Brunel's famous bridge, there seems to be every chance that we shall get washed down into the river as soon as the rains start. However, West Country hearts are stout and, like an earlier communicator, we are prepared to cast out our anchors and await the spring.

Two months ago the camp was a scene of incredible wildness. Nature, irked by the intrusion of the original inhabitants, had been quick to take advantage of their departure. However, the camp was reclaimed from the land by super efforts, largely of the Chief and P.Os., with scythe and spade. The Dockyard followed efficiently with other constructive paraphernalia to give the face that final lift, though it will take some months of patient labour to restore a look of youth and freshness. Perhaps the Commander (C) will send us a green-fingered wizard to join the staff as "H One," our horticultural expert!

Despite the Admiralty's economy decree that no money could be afforded for instructional facilities and that their lack would have to be accepted, much has been done by ship's staff and we hope that it will not be long before the 3's (Q) can be brought back. At the time of writing we are about to resume V/S refresher courses, coding, touch-typing and buzzer instruction.

On the technical side, under the magic wands of Lieutenant Maybourne and C.P.O. Tel. Stabb, radio equipment has been transferred from Glenholt and is sprouting like pre-fabs in our technical huts. GZU6 should soon be heard again on WITEX and perhaps later on, in disguise, on amateur circuits.

To conclude, we await the future with confidence, but if perhaps, as we stumble over the gravel paths, weave our way among the drip tins on the floor or tramp the quarter-mile to the dining hall, we envy our rich relations in their Hampshire mansion, who shall blame us? Maybe, though, the passage of the years will bring us a permanent home where the word "improvise" is unknown, where coke bogeys are replaced by central heating and even where our correspondence with Leydene is done by A/T or facsimile.

Our address is now:

R.N. Signal School, Devonport,
R.N. Camp, Vicarage Road,
St. Budeaux, Plymouth.

Lieutenant Lamble is the Divisional Officer, to be succeeded in December by Lieutenant Maybourne.

W. B. W.



Divisions, "Scotia," Ayr. C-in-C., Rosyth's, Inspection

H.M.S. SCOTIA.

It always registers an expression of surprise on the faces of friends and relations when we tell them we are stationed in Lancashire. This part of the world is usually associated with coal mines, red-brick houses and cobbled streets, which seem to have little in common with the Navy. True, it's a far cry from the sea, but, apart from the naval atmosphere and routine in the camp, sporting and recreational activities flourish.

On transferring from Ayr, the local facilities for organised games were negligible, but thanks to the Herculean efforts of the P.T. & W. staff the meadows and swamps between North and South Camps were, in spite of the rigours of last winter, converted into very reasonable playing fields, containing one hockey and three soccer pitches, where the usual keen inter-divisional battles take place. One of the soccer pitches is being adapted as a Rugby pitch which should be ready by October, so all three sports should be flourishing this winter. The fields yielded quite a good crop of hay this summer, and the efforts of officers and trainees have produced two haystacks. We do not, however, possess a tennis court or a field good enough for cricket, but a grant from the Admiralty has enabled us to use the Leigh Cricket Club ground on three days a week, and tennis fans have been entitled to make use of the tennis courts attached to the Cricket

Club, where they have joined in with the club members. We run an Inter-Divisional Cricket League in which the Officers as well as Chief and Petty Officers enter a team, while the *Scotia* first eleven has a wealth of talent, including one trainee who has played for Northamptonshire this summer.

Boxing, too, has figured in our activities, though only one contest so far has been arranged. The customary enjoyable scraps were seen. Boxing enthusiasts were fortunate to receive a visit from Peter Kane earlier this year, who gave an hour's demonstration of shadow boxing and skipping shortly before his fight in which he beat Dado Marino in a bantam-weight non-title contest at Belle Vue, Manchester.

Badminton is available, and a court is rigged in the gymnasium for all to use at their appointed times.

Athletic sports also prove popular, and a most



Marching Manoeuvres, 1947—"Scotia," Warrington

enjoyable Inter-Divisional Sports Meeting was held in June, when some very good performances were put up, including 10.8 seconds for the 100 Yards and 23 seconds for the 220. This was followed by a triangular contest between H.M.S. *Scotia*, *Gosling*, and the R.A.F., Padgate, which was won by *Scotia*.

Recreational facilities are many and varied; amongst them are the activities of the Amateur Dramatic Society in which those interested have shown a considerable amount of zeal. Three plays have been produced with great success—"The Fourth Wall" (A. A. Milne), "Springtime for Henry" (Ben Levy) and "Love in a Mist" (Kenneth Horne), and plans are going ahead for continuing the good work.

Music lovers have been able to attend concerts in Warrington given by the Liverpool Philharmonic Orchestra, under such famous conductors as John Barbiroli, and by the Hallé Orchestra, while in addition there is a weekly gramophone recital of classical music laid on by the Chaplain. For some months now we have been undertaking, at intervals, a course of lectures on music by Messrs. Dobson and Young, who became so well known to thousands by their lectures to the Forces during the war. Those who prefer the lighter form of music are also catered for, and Frankie Sinatra and the Inkspots have their fling on gramophone records on Thursday evenings.

The gymnasium comes in for a busy time each evening—on Mondays, Tuesdays and Wednesdays it does a brisk trade as a cinema, and on Fridays it becomes the local Palais de Danse when the trainees hold their weekly "hop." Here we have also been "on the air" when the music for "Saturday Bandstand" was provided by the Bickershaw Colliery Band, the singers being Frank Titterton and Norman Walker.

Local summer carnivals occasionally have called on our resources, and in the Croft Carnival procession we won second prize for our display of a model destroyer (car trailer converted) dressed overall, complete with Signalmen and even a Signal Boatswain on the bridge.

And finally, no description of our activities would be complete without mention of the band, formed out of volunteers from the trainees and ship's company, which after only four weeks' practice and with only nine men, under the able direction of a Royal Marine bandmaster, was competent to play at ceremonial marches past. Since then the number has risen to twenty, and efforts are in hand to form a dance band as well.

In short—spend your holidays at Sunny Scotia!

T. H.

R.N.S.S., COOKHAM

Since we last appeared in print, much water has passed under the bridges both ashore and afloat, and during that time only one or two things have disturbed the even tenor of our ways—most of them pleasurable.

First came the Summer Sports, which were very well attended both by our "residents" and their guests. Ample refreshments were provided and the C.P.Os. and P.Os. ran a "Garden Party" on the lawn. No casualties were reported, but it was rumoured that one or two O.Ds. were severely crushed in the rush for the ice-cream tent.

All kinds of field and track events were contested. The Ladies' Egg and Spoon Race (with spuds as substitutes for eggs) proved very popular, as also did the Four-Legged Race, the four legs being provided by two ladies and one gent, all securely roped together, the gent being propelled backwards by his fair companions. But the highlight of the day came when the C.P.Os.' Tug-o'-War team beat the Borstal Boys in the final heat, this being the first time that the latter team has not won this event since the camp first opened.

The roundabouts and swings proved to be very popular with the kiddies, and also with others, judging by the size of some of the children observed on them! The most popular innovation as far as the children



Cookham Camp, Main Road



Guard approaching Saluting Dais, C.-in-C's. Inspection

were concerned was undoubtedly the "Cookham Special"—ordinarily a Lister truck and trailer—which, tastefully decorated by our own camp artists with bunting, Mickey Mice, Goofies, etc., took them on a circular tour of the camp.

We are now looking forward to the Camp Dance, which, like its predecessors, is being held at Chatham Town Hall, with all the amenities laid on. Apparently a shortage of partners is expected, as a large flock of notices have appeared in the camp, exhorting one to book one's partner *now*!

If this dance proves as successful as the last one, a grand time should be had by all, so here's wishing good luck to the organising committee and more power to their arm.

We have again been honoured by a visit from C.S.S. who gave the camp a very thorough inspection, visited classes undergoing instruction, took the salute at a march past of the trainees, and who has since expressed his satisfaction at the keenness and smartness of bearing of all concerned.

People who return to us after a temporary sojourn at sea will be surprised to find that we have a *real* parade ground now, which has very few bumps that need "stamping down", thanks to the vigorous application of rollers.

On the instructional side, arrangements have been made with R.N.A.S., Ford, to place aircraft at our disposal for D/F training purposes. At the time of going to press, one exercise has been carried out, which proved to be a complete success, so that now ratings with a "bent" in that direction can have "live" practice, which it is hoped will step up the efficiency of the division as a whole.

We would like to suggest that, as a reward for successful homing, Ford lends us these aircraft for the purposes of proceeding on week-end leave. This, in our opinion, would get some really super results.

Should any of our readers be in doubt as to what Cookham Camp really looks like, they are invited to look at the accompanying illustrations, which will remove any vestige of doubt *that we really do exist*.
"COOKHAM FRY."

CLEETHORPES W/T STATION

It was as far back as 1906 that the Admiralty decided that a high-powered wireless station should be built on the East Coast for fleet and point-to-point work. The site chosen was a lonely one some three miles from the mouth of the Humber.

The station is officially named Cleethorpes, but is actually in the parish of Humberston, near the village of that name and close to the railway station of Waltham.

With the passing of time a village known as New Waltham has grown up round the wireless station, and so, locally Cleethorpes W/T has been renamed

New Waltham Wireless, and it would be almost useless, in Grimsby or Cleethorpes, to inquire the whereabouts of Cleethorpes W/T Station.

The first station would, in these days, be considered quite a modest affair with its two wooden 160-foot masts and small building housing a Type 1 spark transmitter; but to the "Sparker" of that generation keeping watch on the "X" wave guard, the call-sign "SZ" was a familiar and often welcome sound if only to prove that the crystal was still "on." W/T traffic from any source was scarce and one supposes the present-day operator finds it difficult to believe that the ether had to be searched to find a wireless signal of any description—but it was so!

As in all things, the passing years brought changes. The station site is no longer lonely and the "spark" gave way long ago to the "arc" which, in its turn, gave way to the "valve"; and now the "Sparker" is about to make way for the Electrician.

A huge 440-foot wooden tower was built to carry the aerials as the power of the transmitters was increased. This tower met an untimely end when it was completely gutted by fire in 1935. What could be more untimely than that this should happen on the morning the Home Fleet sailed for the Spring Cruise and thus wreck the well-laid plans for the communication exercises that were to have taken place on that and succeeding days?

The present mast plan is four lattice steel towers each 350 feet high with two smaller towers; and, scornful of anything modern, one of the original 160-foot wooden masts still stands and demands its coat of paint every year.

The total area enclosed is twenty-three acres and the whole makes a pleasing picture with its neat row of cottages, well-trimmed lawns and colourful flower beds.

P. P.



"WISH I COULD THINK OF SOMETHING TO DO."

ROUND THE FLEET

HOME FLEET

During the Summer the Home Fleet were fortunate enough to carry out a Scandinavian cruise. Nearly all the old peace-time resorts were visited, and Scandinavia more than lived up to its reputation for hospitality. The girls are, if possible, more beautiful than ever, and the Flag Deck telescopes and binoculars were in great demand.

Midsummer's Eve in Norway is an excuse for the Norwegians to hold tremendous bathing, picnic and drinking parties, and at Kristiansand (S) where the Flagship, *Duke of York*, was lying, the majority of the local populace sallied forth in boats. At midnight the *Duke of York* gave a firework display and then the Flag Deck had a brilliant idea. They hoisted the Norwegian Ensign and flood-lit it with ten and twenty-inch S.Ps. The result was astonishing. Every Norwegian man and woman in the hundreds of boats surrounding the ship stood up and sang the Norwegian National Anthem. It was a perfectly still night and to hear these thousands of voices raised in a spontaneous act of pure patriotism was most impressive. It is true that on conclusion one boat load, who had been celebrating more well than wisely, all fell overboard, but it provided just the touch of humour necessary to choke down the lump in one's throat.

There was a Norwegian naval signal station at Kristiansand which was highly efficient. The majority of their personnel visited the *Duke of York* and found a number of old friends, since they had nearly all been trained at *Scotia*.

On conclusion of the Scandinavian cruise the fleet rendezvoused off Southern Norway, and rapidly turning themselves into an enemy force proceeded across the North Sea to carry out a mock invasion of the East Coast. Meanwhile, submarines, aircraft and destroyers were to attack us. In the event, few attacks were made. However, a force of some twenty bombers of Bomber Command got in a high-level bombing attack and a few submarine and destroyer attacks materialised.

The Fleet then split into small units for visits to East Coast ports, the majority going to Rosyth. At Rosyth, *Duke of York* was connected to the shore

by a radio-telephone (type 682) and also by a radio teleprinter working in conjunction with a type 87. The latter proved quite successful after a few teething troubles.

A new device, designed by Haslemere and known as EVOS (Electronic Voice Operated Switching) was also fitted to a number of ships' types 87 for trial. This device shuts down the transmitter except when the operator is actually speaking. This allows the receiving operator to break in when the transmitting operator pauses for breath. One advantage of this system is that conversations can be conducted as on an ordinary telephone, there being no need to say "Over" or release a pressel switch. Arrangements were made to connect the types 87 to the ships' internal telephone systems and trials were carried out of officers telephoning their opposite numbers in other ships. The system worked satisfactorily, but the quality of speech reproduction over ship's telephones is not really good enough for radio-telephone working.

After a few further visits to United Kingdom ports the Fleet, together with every ship that could be spared from the Home Commands, assembled at the Clyde for review by H.M. The King and the Royal Family. Just over one hundred ships were present.

The communication arrangements at the Clyde were as follows :

(a) All ships kept a constant watch on a voice Harbour Broadcast of 4,205 Kc/s. This broadcast was controlled by *Duke of York*, but *Maidstone* was also allowed to transmit on it when desired.

(b) Individual ships set watch on TBS channel Y when they wished to pass a signal. All ships had to pass their signals to *Duke of York*, who then retransmitted them on the Harbour Broadcast. This wave was known as the Ship/Flag wave.

(c) Messages for the shore were passed to *Maidstone*, who was connected to L/T and acted as a shore signal station. A subsidiary signal station was also established ashore as an overload for *Maidstone* and for non-service messages, ordering taxis, etc. It was manned by Royal Marine signallers, who proved extremely efficient.



H.M.S. Solebay off Tail o' Bank. Clyde Review 1947



The Royal Standard, Admiralty Flag, and Union Jack flying on H.M.S. "Duke of York" during Their Majesties' visit to the Clyde in July

(d) Broadcast BN was guarded by three ships, each of which was responsible for a group of ships.

The organisation worked very well. *Duke of York* and *Maidstone* averaged about 500 signals a day each, which kept their communication staffs more than busy.

During the period of Their Majesties' visit the *Duke of York* flew the Royal Standard, the Flag of the Lord High Admiral and the Union Flag. Tradition was somewhat departed from in that all three were flown on the mainmast (see photograph). This was done for two reasons :

- (1) The fore halliards (of which nowadays there are very few) were required for signalling.
- (2) It looked better.

It will be noted that this in no way contravenes K.R. and A.Is., which state that in a two-masted ship the flags shall be hoisted in the most conspicuous parts of her.

Two Royal Salutes were fired, controlled by voice,

one on the arrival of Their Majesties and one on the departure. On the latter occasion Their Majesties were due to leave at 2215, some half an hour before sunset, but in the event did not leave until 2300. Consequently the ceremony of sunset was postponed and the Royal Salute was fired in near darkness, a most impressive sight, since the simultaneous red flashes of the guns showed up well.

On conclusion of the Clyde visit the Home Fleet and many other vessels carried out a large convoy exercise followed by a fleet tactical exercise. These exercises were the largest that had been carried out since the war. WIMS was used in the convoy exercise, which occasioned a certain amount of head scratching, since none of us had used it for a long time. In the fleet exercise considerable portions of the New Signal Books were used and proved very successful. To many of us it was quite like the old Pacific days over again, with "axes" and "position zero" becoming once more household words.

The Fleet arrived at Portland on 31st August and after fourteen days there returned to home ports to give summer leave.



Their Majesties and the Princesses leaving H.M.S. "Duke of York" during the Clyde visit

NEWS FROM THE AMERICAN AND WEST INDIES STATION

We have greatly enjoyed reading the *THE COMMUNICATOR* and we are only sorry not to have sent some news for the last edition. Now that the buzz is fully around the station we promise lots of support and subscribers.

Since the Squadron re-formed at the end of last year, it has been busy "showing the flag" on this vast station, which stretches from pole to pole, and we see Bermuda for short spells only, when exercises are carried out working in with the R.C.N. when possible.

Sheffield, wearing the flag of Vice-Admiral Sir William Tennant, our Commander-in-Chief, did a three and a half months' cruise round South America, west about, and spent a week in the Falkland Islands. Most of us agreed that our people there were doing a good job, but preferred not to change places. Mr. Dore, the Officer-in-Charge of the W/T station, is a keen shot and expert fisherman and waits with open arms for Sparkers that way inclined.

This summer, *Sheffield* and *Snipe* have been visiting Canada, Newfoundland and the east coast of the U.S.A. *Kenya* and *Sparrow* have been over on the other side, taking Hollywood in their stride. We are sorry to lose the two Bays, *Padstow Bay* and *Porlock Bay*, who have been longest on the station.

Chief Yeoman Abbott (Chatham Division) of H.M.S. *Sheffield*, thought of an original way of showing the flag while at Quebec. He formed part of a whaler's crew of six C.P.Os. who sailed the 180 miles of the St. Lawrence from Quebec to Montreal. The passage took three days, seventy-five miles being made in a good easterly gale and forty miles by pulling. To quote the C-in-C: "a good effort which had previously been considered impracticable without towage."

Sheffield's Communicators have gained great fame in the football world and have twice been in the inter-part final against the Royal Marines. Mr. Edney, Warrant Tel., is one of the mainstays of the ship's forward line and L/Sig. Inman has also played on several occasions for the ship's side.

Bermuda W/T soldiers on. Last summer Commander B. T. Turner, D.S.O., headed a technical mission to make recommendations for its modernisation, but it appears that we shall have to wait a bit for £-s.-d. before much happens. It is noteworthy, however, that the Bermuda end of Service Seven is now in the Cable and Wireless transmitting station. Mr. Pexton, Commissioned Electrical Officer, relieved Telegraphist Lieut. Prismall in August as O.C. W/T Station. We wish good luck to Mr. Prismall wherever he goes. We were also sorry to say good-bye to Mr. Hillier, W/Tel., in *Kenya*, who went home in June to transfer to "L," and also to a number of Yeomen who took their chance to try civilian life. They were Fraser, Head, Hemmings, Boshier and Baker, all of Chatham Division.

As at one time out of six Commanders on the

station three were signalmen, we had to watch our step. Unfortunately, Commander The Earl Cairns left in April, but we are glad to see that he is back at Leydene now. Commander J. M. Villiers, O.B.E., commanding H.M.S. *Snipe*, is due to be relieved shortly, we fear, but we hope to have Commander J. R. B. Longden, O.B.E., commanding H.M.S. *Sparrow*, with us for some time yet.

A. G.

"England expects...."



NEWS FROM THE EAST INDIES

Although the temperature of the weather in Trinco' still averages about eighty-five degrees, hockey, soccer, rugby and other strenuous games are keenly played. The results of the football fixtures of the British professional teams are also closely followed, and are often the cause of many friendly arguments in the mess. *Highflyer* has, too, an extremely good boxing team, which is at the moment training vigorously for a boxing fixture, scheduled for the end of the month, at Colombo. The team have gained some splendid results in the past, and, judging from the amount of training now in progress, should continue to do so in the future.

Considerable excitement was aroused on Friday, 4th September, when fire completely destroyed the officers' sleeping quarters at N.H.Q. The fire, fanned by a light breeze, spread very quickly, and the whole building was soon ablaze. The cause of the fire is still unknown, but the smallest flame would have been sufficient to set the thatched roof alight. There were a number of offers to help, chiefly from H.M.S. *Jamaica*, which is lying in Trinco' harbour. Fortunately, another set of officers' chalets was in the final stage of completion, so that the officers were again bedded down before nightfall.

Despite the tragedy of this event, it is not without

its humorous side. Indeed, some of the incidents were almost typical of a Marx Brothers film. As soon as the fire was reported to them, the native fire brigade, resplendent in their blue overall suits and large firemen's helmets, rushed to the scene of action. The fire engine, its bell clanging lustily, raced through the village, and turned the bend in the road leading to N.H.Q. literally on two wheels, with the result that all the hoses dropped into the roadway. However, there were many willing hands to carry these the remaining hundred yards or so.

The second fire engine, making up for any time that might have been lost, careered up the road with such speed that its trailer, which had become disengaged through the unevenness of the road, sped on for some considerable distance without the assistance of the fire engine.

In the meantime, the hoses had been coupled together and directed at the fire, but, when the water was turned on, they were found to contain quite a number of holes, so that, whilst we were treated to a rare sight in water fountains, the amount of water coming out of the appointed end was negligible. This was quickly remedied, and credit must be given to the firemen for preventing the fire from spreading to the more inflammable native huts.

When the monsoon season was just starting, one night the storm raged more fiercely than ever before, and the lightning, playing about on the roof-tops, caused the lights to fail. Candles were lit, but they made a very poor, cheerless substitute for electric light and, anyway, without electricity the radio was dead. The officer doing "Rounds," a young Sub-Lieutenant, was very apologetic for the inconvenience caused, and hoped the light would be restored before turning-in. He might have derived some comfort, though, from a loud Cockney voice which exclaimed out of the darkness: "That's orlright, sir. We ain't blamin' you for the bleedin' weather!"

T. A. D.

VISUAL BABEL

A French Squadron was visiting Malta and H.M.S. *Revenge* was detailed as HOST SHIP. It was desired to know if the French Admiral was on board his flagship or not, so flag deck were told to semaphore to the French flagship "Is the Admiral on board?"

The enthusiastic Signal Bosun decided to translate the message into French before transmission.

On completion of sending the message the French asked for a repetition. This was given; again the French seemed very dubious and eventually signalled the *Revenge*.

"Your message is not understood. English translation reads as follows—Is the Admiral on a plank?"

J. A. N.

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 be returned to senders only if asked for, and responsibility for them cannot be accepted by the Editor.

FROM THE PACIFIC . . .

One dark and stormy night before our Yeoman had gained his second "hook," he went up to the compass platform to relieve his "oppo" for the Middle. Seeing a dark shape in the corner where "Bunts" usually stands when it's raining, he went up to it, gave it a hearty slap and said, "Don't you want a . . . relief?" The Skipper turned round and quietly said, "He isn't due for another eight months!"

D. B.



A.S.E. Witley

(A.S.E. Photo)

ADMIRALTY SIGNAL ESTABLISHMENT

[A.S.E. is a facet of Naval Communications of which the average Naval Communicator sees very little. Yet, as a user, he must appreciate that Naval Communication has its own special "backroom boys." We intend, in our magazine, to portray in each issue something of the life and work of these shy but highly important beings.—EDITOR.]

All those who from time to time have experienced and expressed their misgivings about the ancestry of their communications or radar equipment will no doubt have been informed that their comments should be forwarded "via the usual channels" to Admiralty Signal Establishment.

One of the functions of A.S.E. is, in fact, the examination of every suggestion or complaint concerning naval radio equipment, and it is in this "Post Design Division" that Communications personnel are most likely to be in contact with the Establishment.

The main work of A.S.E., however, is of a far more fundamental nature than the correction of faults arising in designs already in service; if the fleet is to maintain its traditional efficiency it must be kept supplied with the most up-to-date radio and radar devices that the scientist can produce, and it is therefore essential that a team of specialists should be continually examining new theories and novel techniques in the widest possible fields of research.

A.S.E. is the largest of all the Admiralty research

establishments, having grown rapidly during recent years from the old Experimental Department of H.M. Signal School, Portsmouth. The present title dates back only to 1942, though the laboratories at Haslemere, in Surrey, came into being a year earlier when the various departments of Signal School were scattered over three counties as a result of dispersal measures.

Today, with headquarters at Haslemere, A.S.E. has extensions in many parts of the country, particularly at Witley, a few miles to the north, at Nutbourne (near Emsworth), at Waterlooville (west of Portsmouth), at Eastney Fort East and at Tantallon, North Berwick.

The organisation, under Captain G. F. Burghard, D.S.O., R.N., is divided into:

(a) The Naval Application Staff, whose job it is to advise on the naval aspect of requirements and to make arrangements for sea trials. This staff includes a number of "L" Branch Officers under Captain (L) J. D. Crossman, R.N.

(b) The Experimental Department, consisting of Royal Naval Scientific Service personnel under the Chief Scientist, Mr. C. E. Horton, C.B.E., M.A. This itself is divided into a number of groups, most of which are devoted to some specific project of research and development, while a few deal with basic research into scientific fundamentals so as to provide the answers to the many novel and intricate problems which are continually arising.

Assisting the Chief Scientist are Mr. C. Crampton,



A.S.E. Lythe Hill, Haslemere (A.S.E. Photo)

O.B.E., B.Sc., Deputy Chief Scientist, and Dr. E. C. S. Megaw, M.B.E.

(c) The Engineering Department, also of R.N.S.S. personnel under Mr. H. Noble, in which production designs are prepared from the laboratory models developed by the Experimental Department.

The Engineering Department is also responsible for the preparation of installation drawings and specifications, and Establishment Lists.

(d) The Production Department, headed by Mr. T. H. Baines, which deals with the production and inspection of components and equipment requisitioned on the Establishment by the Director of Stores.

In practice, of course, the Naval Application Staff and the three departments work intimately together, and their functions, though distinct for purposes of organisation, are not exclusive.

The parent department in the Admiralty to which A.S.E. as a whole is responsible is that of the Director of Radio Equipment.

The types of equipment with which the Establishment is concerned include every description of communications and D/F gear, radar and navigational systems for all purposes, infra-red signalling apparatus and new types of V/S lamps.

In basic research, there is theoretically no limit to the variety and scope of the problems under investigation; anything in the field of electronics which may be of value to the Navy of the future is examined. Practical limitations are, of course, set by the number of staff available and permissible expenditure, and these are the factors which govern the ultimate extent of what can and what cannot be done.

A.S.E. has always been in the forefront of scientific progress (Mr. L. S. B. Alder, a member of its staff when it was a part of H.M. Signal School, lodged a patent specification for radar in 1928!), and during the late war a proud list of achievements was built up. Earlier this year, when H.M.S. *Vanguard* carried the Royal Family to South Africa, the communication

facilities installed in the ship were in advance of anything previously fitted in any warship in the world.

The function of A.S.E. is to keep the Navy supplied with the very best in radio. It is not an end in itself; it exists to serve you.

B. M. A.

THE WAGES OF SIN...!

The horse and mule live thirty years
And nothing know of wines and beers.
The goat and sheep at twenty die
And never taste of Scotch and rye.
The cows drink water by the ton
And at eighteen are mostly done.
The dog at fifteen cashes in
Without the aid of rum and gin.
The cat in milk and water soaks
And then at twelve short years it croaks.
The modest sober bone-dry hen
Lays eggs for noggs then dies at ten.
All animals are strictly "dry",
They sinless live and sinless die—
But sinful, ginful, rum-soaked men
Survive for three score years and ten !

ANONYMOUS.



THE OCEAN WEATHER SERVICE

At a conference of the International Civil Aviation Organisation held in London on 26th September, 1946, the representatives of eight governments agreed to establish thirteen floating weather stations along the air routes between North America and Europe. It was decided that seven stations should be provided and maintained by the U.S.A., two by Britain and one by France, and that one station should be shared by the U.S.A. and Canada, one by Belgium and Holland and the thirteenth by Britain, Norway and Sweden. The principal function of the stations would be to take frequent meteorological observations and transmit them to a parent shore station for retransmission to transatlantic aircraft. Twenty-six ships would be required to maintain the thirteen stations continuously.

The two stations allotted to Britain were positions 60 North 20 West, approximately 200 miles south of Iceland, and 53-50 North 18-40 West, roughly 250 miles west of Ireland.

The American conception of an Atlantic floating weather station was the 10,000-ton "Liberty" ship. The British choice was the 900-ton Flower class corvette. H.M.S. *Marguerite* was taken in hand for conversion at Sheerness Dockyard, *Genista* and *Thyme* at Rosyth and *Snowflake* at Portsmouth. *Bryony* and *Saxifrage* were ear-marked for transfer to Norway, to maintain the station shared by that country, Sweden and Britain.

The functions of the Ocean Weather Ships multiplied rapidly. In addition to supplying weather reports for aircraft, they were required to form part of the existing and growing network of meteorological observation stations, to take D/F bearings of ships and aircraft in difficulties and operate radio beacons if necessary, to retransmit distress messages and be prepared to undertake air-sea and ocean rescue work. Each new duty meant additional lines of communication, and the final scheme of radio equipment appeared more appropriate to an aircraft carrier than to a corvette. It can be summarised thus:

Service	Transmitter	Receiver
Met. Reporting Channel . . .	89Q	B28
(Ship—Dunstable, H/F)		
Met. Interception		B28/29
Radar Wind Finder (10—cm band) (Operating with radio-sonde and reflector balloons)	Type 277	
Air-Sea Rescue (H/F)	89Q	B28
H/F Distress Watch		B38
R/T Distress and Rescue (VH/F)	87M	P104
VH/F D/F		FV4
VH/F Navigational Aid (240 M/cs)	"Eureka" Beacon	
International Distress Watch	TAJ	B29 and Auto-Alarm
M/F D/F		FM13
M/F Navigational Aid	TAJ with Auto-Beacon	
Position Finder		DAS-2

This quite comprehensive collection of apparatus had to be provided, accommodated, fitted, tested, tuned, manned, operated and maintained. There was no problem. There are departments in the Admiralty Signal Establishment at Haslemere which organise the delivery of complete ship-loads of communication equipment over the stand-easy cup of tea, and which regard the fitting of extra transmitters, receivers, power supply and control outfits in corvettes as one of the more frivolous forms of relaxation. The speed, accuracy and dynamic enthusiasm of the naval dockyards are proverbial and are taken as a matter of course. Operators, probably anxious to do something about our climate, to demonstrate that we are still a maritime race or to get out of "Civvy Street," flocked to join the new service, and in H.M. Signal School, Leydene, were trained so thoroughly that they became thoughtful shadows of their former ebullient selves.

Exactly ten months after the I.C.A.O. agreement was signed in London, the *Marguerite*, the first ship of the international Ocean Weather Service, commanded by Captain N. F. Israel, R.N., triple D.S.C., was completed at Sheerness, and on 31st July, 1947, was re-named *Weather Observer* by the Secretary of State for Air, Mr. Philip Noel-Baker, at an inauguration ceremony held at the Shadwell Basin in London Docks. A week later she was on her station and, by a remarkable coincidence, a record-breaking English summer was packed into the period of her first patrol.

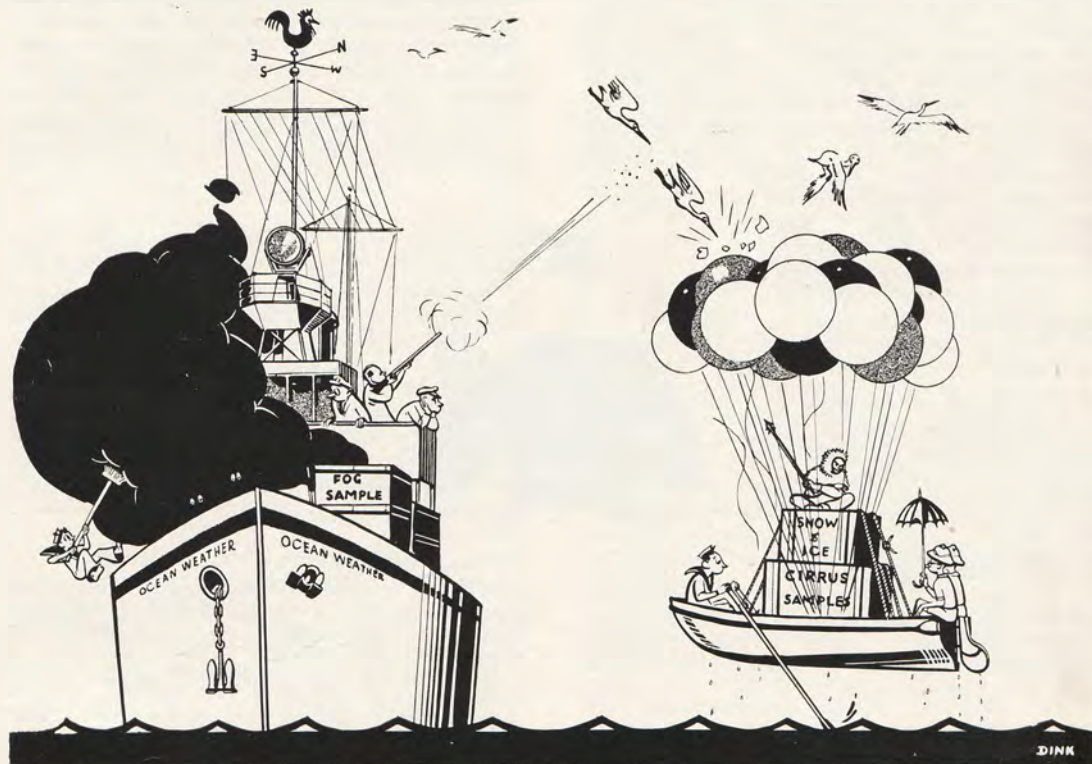
Genista (now *Weather Recorder*, Captain A. W. Ford, R.N.), *Snowflake* (now *Weather Watcher*, Captain F. A. Elston, R.N.) and *Thyme* (now *Weather Explorer*, Captain H. R. Wilkinson, R.N.) were due to complete and commission at intervals of from four to six weeks, and should all be ready for service by the end of 1947.

The British Ocean Weather Ships will work right round the calendar, spending twenty-seven days "on station" and fifteen in harbour, at their Greenock home base. While on patrol, each ship will make frequent observations of wind, swell, cloud formation, precipitation, temperature, atmospheric pressure and all the other phenomena required for a synoptic weather report, and will, in addition, release a radio-sonde reflector balloon every six hours for observations in the upper air. The balloon will rise to a height of about eleven miles and then burst. It is covered with metallised nylon mesh to provide a good radio reflecting surface, and is fitted with an automatic radio transmitter which, at pre-determined heights, transmits a series of three signals, controlled in turn by a thermometer, a hygrometer and a barometer. From the time of its release, therefore, this ingenious balloon continues to report the temperature, humidity and atmospheric pressure until it reaches a height at which weather conditions cease to matter.

The results of all these observations are transmitted to the master meteorological station at Dunstable. Four frequencies, in the 4, 8, 11 and 13 Mc/s bands, have been allocated for this service. Communicators who have had the privilege of acquaintance with corvettes and the Atlantic, and who put the combination high on the list of poignant memories and deeply emotional experiences, may care to know that the frequencies are 4500, 8705, 11525 and 13495 kc/s, and that the signal letters of *Weather*

Observer, *Weather Recorder*, *Weather Watcher* and *Weather Explorer* are MPJJ, MPJN, MPKJ and MPKG respectively. And if they listen very carefully to transmissions from the Ocean Weather Ships, without deciphering the cold-blooded jargon of weather reports, they may gather, by means of the telepathic side-band, that conditions have not materially altered—that the Atlantic is still the Atlantic, and a corvette is still a corvette.

C. W. S.



TO MARGIE

Initial Stormcock, first depression-hound,
The doyen of our Ocean Weather Service,
Well (meteorologically) found,
Equipped with all it takes—including Purvis.

Away from cuts and crises, Marguerite,
Which turn our young men old and old men frantic,
While we at home get less and less to eat,
You wallow in the trough of the Atlantic.

We envy you your tranquil summer cruise,
The balmy breezes, boundless bracing brine,
The chance to hear and yet ignore the news,
To bathe beyond the hundred-fathom line.

And sympathetically we deplore,
The boring length of eight-and-twenty days,
The snags inherent in your FV4,
The meagre roof above your TAJs.

We hope you will endeavour, Marguerite,
To mitigate your scientific fervour.
Be accurate, but also be discreet,
A kindly, tactful Weather-wise Observer.

For though it seems important, Marguerite,
It doesn't mean a single thing to us
If every cloud encountered on your beat
Is Altofractostratocumulus.

To us 'tis non-essential, Marguerite,
Although to you it may appear sublime
To find the wind at fifty thousand feet
With toy balloons at thirty quid a time.

Locate at ocean level (more or less)
Trade Winds which blow to markets ready-made
And so (if we may coin a phrase) redress
The adverse balance of our foreign trade.

C. W. S.

THE SULLAGE HORSE VIEWS THE WARDROOM NOTICE BOARD

To the Editor of "Communicator"

SIR,

I am inclined to believe that, although at the time of writing I still find myself engaged mainly in towing round the sullage cart, the introduction of a couple of Lister trucks is but a first step towards my complete emancipation. I look forward with some pleasure to taking my rightful place in the Wardroom in the near future and it is my practice in the Dog Watches to browse casually over the Wardroom notice board to get the local knowledge I shall undoubtedly require. It is true that the Commander flinched a bit the other day when he saw me there, but he appeared immediately to appreciate the situation, for he looked away quickly and, except for a few rapid glances in my direction, ignored my presence completely.

There is no doubt that the Wardroom notice board is an absolute education for the average horse. I never realised, for example, the extent of the desirable amenities of certain houses in East Meon and district until I read on the left-hand side of the notice board that they are worth four and a half guineas per week semi-furnished. As an old resident I had hitherto always regarded them as most inferior horse-boxes. Clearly, as an emancipated horse, I must amend my standards.

Shifting my gaze slightly left, I am filled with admiration for the prescience and acumen of my old and very dear friend the Ship's Hairdresser, who, I note, has cancelled the whole of his Wednesday appointments for officers with consummate tact on a day when no one senior to M.2 wishes to have his hair cut.

A new notice peeping rather shyly from behind the rugby fixtures is, I feel strongly, worthy of more prominence. What story of Herculean effort, nice judgment and torn loyalties lies behind the Mess Secretary's balanced account of the Summer Dance Finances! I wonder if I shall ever be a Mess Secretary—I feel that an intelligent horse possesses most of the required qualities and that it's only a matter of overcoming prejudice.

With warm approbation I observe that the C-in-C has not forgotten to send a complimentary message to the Queen Mother of Bali on the occasion of her 23rd birthday—a thing which even I forgot to do;

but I view with concern the fact that No. one has signed as volunteer for Hockey Secretary. I chafe with impatience at the tardiness of my promotion and remember sadly the glory of the days when I played for Plymouth Breweries Shire Horses second eleven.

An astronomical calculation shows that the Officers Benevolent Fund subscription has advanced by another 2s. 6d. to 17s. 6d., although it is still not clear to which year the subscription list belongs. I am cheered momentarily, however, by the long list of names and amounts on another list, which unfortunately turns out to be the Tobacco List for the current month.

It is obvious that the Mercury Players have been giving some very enjoyable performances during the



past month and that the Padre has returned from his long week-end. As a horse I do not feel that my vocal efforts would assist much in church.

I must tell my friend the local fox about the Staff Shoot—we can't afford to risk accidents or hurt feelings. The members of the Long Course Poachers' Association are obviously applying something of their examination technique in the field.

I hope I shall be able to hide from the Sailing Officer my inability to swim on my back. The Gunnery Officer is already aware of my natural handicap in sighting a rifle.

In the matter of mess undress I am practising on the sullage cart by managing at times without a tail board.

—Which reminds me that I must, for the moment, supervise the sullage party in loading my cart—they will put too much on at once, which adversely affects my deportment when passing the Wrens' Liberty Boat.

I am, Sir,

Yours truly,

G. G.

(The Sullage Horse)

[Editor's Note—Since the receipt of this letter we learn that G. G. has been released from all duties in connection with the sullage cart.]

A Survey of Naval Communications

2. THE EARLIEST TIMES

The origin of signalling dates back to the fifth century B.C. The necessity for some plan of rapidly conveying orders and intelligence to a distance was early recognised. Polybius, the Greek historian who lived 204-122 B.C., describes two methods—one was proposed by Aeneas Tacticus which was older than the third century B.C., and one perfected by himself by means of which words could be spelled, so anticipating the underlying principles of later systems. Flags were generally used, and although little is known about them, yet the codes used by the Ancients are believed to have been elaborate. Shields, displaying in a preconcerted manner, were also used to signify intentions.

The use of the flag, in English seas as the symbol of authority and command dates back many centuries. The Bayeux Tapestry shows William the Conqueror's ship distinguished by a blue-bordered white banner with a gold cross, and other ships are shown flying flags which were, no doubt, the personal flags of the Knights who accompanied him. Again, at the battle of the Dover Straits, in 1217, the flag is prominent to distinguish the ship of the Commander, Hubert de Burgh. At this battle it was arranged that an Englishman should secrete himself on board the French Commander's ship and cut down the banner, so that the enemy should be thrown into confusion for want of a leader.

One of the first signals to be used at sea was at the Battle of Salamis in 480 B.C. It was not made by flags. The Greek Commander decided to break with the tradition of the parallel line sea-fight and, having ranged his fleet near that of the Persians, to turn ninety degrees together at a given signal, and ram.

The signal made by the Greek Commander to order this manœuvre was to be the waving of his cloak, which he then threw overboard. Although history does not record it, one would like to believe that the cloak went over on the side towards which it was desired to turn, and that the signal was repeated down the line by every Captain throwing over his cloak in turn.

The rays of the sun were also used in much the same way as the present-day heliograph.

We may assume that our present system of flag signalling has been evolved from such primitive means as a design painted on wood or metal, and later on, on woven materials. They may have been used either as a distinguishing mark, as a rallying point around the leader of an army, or perhaps as a banner presented by the Church for use during a Crusade or Holy War. As a military ensign it was probably developed out of the fixed standard of the Romans and other ancient nations, through the transitional forms of the vexillum and labarum, in both of which a square piece of cloth was fastened to

the cross-bar at the end of a spear.

It has, however, been asserted that the Saracens used flying flags prior to their adoption by any country of Christendom. One of the earliest known flags was the gonfalon, which was borne near the person of the Commander-in-Chief and was fixed in a frame in which it could turn. At the Battle of Northallerton in 1138 the English standard is said to have consisted of the mast of a ship fitted into a high four-wheeled carriage, and on top of the carriage mast was a silver pyx in which was a consecrated Host. Besides the gonfalon, three kinds of flags were much in use: pennon, banner and standard. The pennon was an ensign of knightly rank, while the banner, rectangular in shape, was borne by a king, prince, duke or nobleman. Not only nations and persons, but trades and companies had their flags and often carried them into battle.

In olden times every chieftain or knight sailed under his own flag and ships of war sailed under the flag of the Admiral of the Port.

The earliest methods of conveying orders from ship to ship during battle was by means of voice or by wind instruments. The disadvantages of such methods were many. To counteract this, a code was devised which consisted of a banner or streamer, which being exhibited in a certain position would convey a given order to the ships in company. The turning of a shield from right to left was often a sailing direction to the several lines.

It is easily realised that a very few orders could be given by this method, and again, as only the senior officers used these signals, other vessels in company could only intercommunicate by voice or letter. This system remained the only means for a senior officer to convey his orders to the fleet until the middle of the fourteenth century. If it was necessary to make a signal not authorised by the above method, the only way that this could be done was to call the ship alongside and pass it verbally. In actual fact, in the year 1350 the only signals that could be made by flags were one calling a council, and another denoting that the enemy were in sight.

It is not until the reign of Edward III that we find any evidence of the use of the flag in the English Navy as a means of conveying orders. The ancient "Black Book of the Admiralty" contains a signal to be used by the Admiral of a Fleet to call together a council of his captains. This was done by hoisting a Flag of Council high in the middle of the mast, so that it could be seen and understood by all the fleet. Another signal provided for making a "Sighting Report" of the enemy by a flag placed aloft. The date of the inception of these two signals is between 1337 and 1351.

(To be continued)

H. S.

DOWN SPIRITS



Here is the tale of a funeral knell—
Let's have a clang on the old ship's bell!—
For Admiral Blank lay on his bier,
Having struck his flag in his ninetieth year.
Normally he would be buried at sea
As all good Admirals like to be ;
But for once the Admiral had no say,
His wife had signalled: "I'll have my way
And Blank shall be buried the same as me
In the family vault for company."

The Captain called a meeting then
And gave his sorrowing staff the gen.
"How can this Ancient Mariner brave
Be conveyed home to his lubber's grave?"
The Bosun—who was Nelson's chum—
Said, "Why not pickle him in rum?"
The Captain gave this serious thought
And said, "Of course, that's what we ought
To do, for though you spoke in jest,
Old Blank would love a rum-soaked vest!"



Accordingly a tub was made ;
They dressed the Admiral for parade
Complete with baton and cocked hat
And lowered him gently in the vat.
Then whilst the crew stood looking glum
They topped him up with Neaters rum.
Just as the Admiral had his fill
The bugler sounded off the Still
Until the lid was banged down tight.
The cask was then placed out of sight.



Now all went well until the first—
The Duty Sentry had a thirst
Unquenchable, so—dirty work!—
He broached the tub with Pusser's dirk.
His trust betrayed, the drunken thief
Passed on the dirk to his relief.
So all the sentries every night
Came on sober and went off tight!
And no one found it very hard
To volunteer for Admiral's Guard.

At last in port the ship made fast
Her ensign flying at half-mast
The Admiral's cask in darkened shroud
Was hidden from the gaping crowd.
The Bosun with becoming pride
Prepared to pipe him o'er the side.
He tapped the tub with practised art
And then his jaws fell wide apart—
That hollow ring !—He must forsooth
Go tell the Bloke the awful truth!



At Bosun's fears the Bloke just laughed
And to share the joke proceeded aft ;
The Captain tapped the tub as well—
And then a deadly silence fell!
The Shipwright, at the Captain's bid,
Solemnly removed the lid
And there to every sailor's eye
Stood Admiral Blank quite high and dry.
Although they knew he liked a tot
The Admiral couldn't have soaked the lot!

The Skipper's brow was black as night
As he surveyed the Admiral's plight.
The crew stood by in awful dread,
For Nelson's blood was on their head.
The Bosun was so stricken that
Salt tears fell freely in the vat—
"My oath, you're right!" the Captain said
"Next time an Admiral comes home dead
Perhaps the honour will be mine—
You mind you pickle *me* in brine!"

W.R.N.S. NOTES

A great innovation from the Wrens' point of view has been the concession about plain clothes. This has been particularly welcome during the summer months and has very much added to the gaiety of the dances. Residents in East Meon have commented that the liberty boats look more like parties of film stars being taken to the set now that a little colour has been added.

Two Wren dances have been held during the summer. The first was in the Wrens' Mess at Leydene, when the guests had to choose between melting inside or wearing out their

shoes in the garage yard, but it was voted a great success and we hope to repeat it later. The second dance was at Soberton. This was a rather bigger affair, as there is so much more space for dancing, and everybody enjoyed it. We are very grateful to the Chiefs who so willingly help to run the dances and act as barmen.

Chief Wren Clarke has made history by being the first Wren here to get her second good conduct badge. She was awarded it on 4th September and was presented with a cake at the Chiefs' dance to mark the occasion. We are very proud to own a Stripey.

Some very happy Sunday bathing parties have been enjoyed at Hayling Island and the Wrens are grateful to the Petty Officers who have organised these picnics.

J. D.

SPORTS

In spite of very limited facilities, the Wrens have shown considerable keenness during the summer months for all forms of sport, and outstanding individual talent has been much to the fore.

Wren Bradshaw, having swum for the Command throughout the summer, represented the Service against the A.T.S. and W.A.A.F.s. in the Inter-Services Swimming Gala. She scored an overwhelming

victory for the W.R.N.S. in the One Length Free Style and swam very well in the Relay Race.

Much enthusiasm and hidden talent came to light at the Leydene Sports, and Wren Payne competed very successfully in the Command Trials. She was chosen for the Command athletic team.

With very little practice owing to shortage of courts, our tennis team were beaten by the subsequent winners of the Command Tennis Tournament.

Wrens King and Flewin were chosen for the Command cricket team and, although there has been little practice at Leydene, a team of Wrens did very well to beat the men on the Soberton grounds. The men were made to play left-handed (and, it was whispered, against both umpires), but there was some excellent play by the Wrens and they deserved their victory.

The hockey season has now begun and the Wrens have already had one match against the men and are getting useful practice. We hope that we shall be able to have some games on the Soberton grounds. We are also hoping to play netball at Leydene as well as at Soberton.

Sports Day has probably been reported elsewhere, but from the Wrens' point of view it was a very successful day. There were a large number of entries for all the Wren events—even for the Obstacle Race, which always causes such disaster to the hair styles. These involuntary shampoos seem to have been successfully dealt with by the evening, when we all enjoyed the Sports Day dance.

J. H.



W.R.N.S. TRAINING AT LEYDENE

At the time of writing we have just said good-bye to the first class of Wren Telegraphists to complete the thirty-five-week course; they number twenty-four in all and have been divided up between Naval Air Stations Lee, Dale and St. Merryn. They have been with us since last November, and have endured cheerfully both the blasts of winter and the stifling heat of summer. They will be missed equally at Leydene and Soberton

(W.R.N.S. quarters) and we would like to take this opportunity of wishing them all the best of luck in their new jobs. It is perhaps worthy of note that this class has provided two cricketers for Portsmouth Command W.R.N.S. XI, one swimmer for the W.R.N.S. team in inter-Service competitions and at least half a dozen actresses for H.M.S. *Mercury* dramatic productions.

We are left with four other new entry telegraphist courses in progress, numbering forty-nine in all, the completion date of the next course being 23rd January, 1948.

1st September saw the start of the first course for higher rates. Owing to the small number of candidates (two for P.O. and four for Leading Wren), it was decided to run a combined course of seven weeks, duration. These Wrens are all re-entries and their previous experience should prove of value when they assume positions of greater responsibility.

A recent A.F.O. announced the amalgamation of the S.D.O. Watchkeeper and T/P Wren categories,

the result being a "Signal" Wren. This involves converting 92 T/P Wrens and 168 S.D.O. Watchkeepers, and courses to this end are already in progress.

S. W.

W.R.N.S. NEWS FROM SCOTIA

W.R.N.S. Training commenced on 4th January, 1947, when the first classes of Teleprinter and Telephone Switchboard Operators joined from Burghfield. The numbers under training have been small, but it is hoped that with the Signal Conversion Courses there will be a considerable increase. At present there are four classes under instruction, one Teleprinter, one Telephone Switchboard and two Conversion courses.

The majority of the trainees are new entries with a small percentage of re-musters and re-entries. Of the switchboard operators a great many have been trained and employed by the G.P.O. in civilian life.

During the summer months the trainees have joined with the ship's company Wrens for tennis; badminton, netball and hockey are now being played with equal enthusiasm.

E. G. B.



WRENS under instructions

SOLUTION TO CROSSWORD (See page 47)

ACROSS—1, Leadsman. 5, Manned. 10, Trade. 11, Standards. 12, Leek. 13, Sweep. 14, Beer. 17, Bellini. 18, Shears. 22, Output. 23, Flannel. 26, Oboe. 28, False. 29, Tosi. 32, Retaliate. 33, Brain. 34, Winger. 35, Bluebell.

DOWN—1, Little. 2, Amazement. 3, Stem. 4, East Wind. 6, Aids. 7, Norge. 8, Distress. 9, Baker. 15, Clout. 16, China. 19, A lemonade. 20, Tomorrow. 21, All's well. 24, Radar. 25, Signal. 27, Often. 30, Clue. 31, Able.

NOT FLIPPIN' LIKELY!

When Wren Virginia Daphne Slade
Was drafted to our lab, we made
A solemn pact to spare her ear
From words a nice girl shouldn't hear;
The sort of words, I'm bound to say,
We used quite often every day.

The task at first was pretty hard
Our hot rebellious tongues to guard,
And once or twice I must admit
We slipped up just a tiny bit
And made our little lady flush
Demurely with a dainty blush.

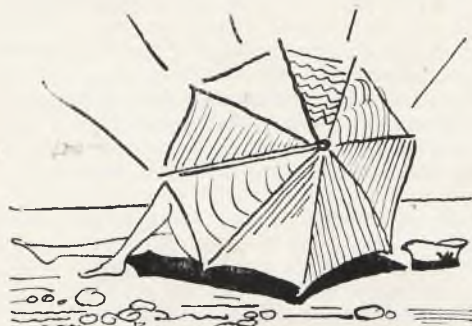
As weeks went by we grew quite good
At using words that never could
In any way or any sense
Cause anyone the least offence:
We even learned to look aghast
At language we'd used in the past!

Until one day the awful thing
Occurred: Wren Slade had gone to bring
Some cocoa for our morning break:
While she was gone, by some mistake
A hot electric iron was laid
Upon a tin box she had made
Into a sort of dressing chair,
Where she would sit and comb her hair
Before a sheet of polished brass
Which served her as a looking-glass.

Virginia Daphne Slade sat down,
But soon a slightly worried frown
Was seen upon her pretty face;
A smell of burning filled the place
(But no one offered to assist her,
We thought it was just some resistor.)

Till suddenly she gave a yell,
Crying: "What the bloody hell!"
And, rising: "Who put that thing there
Right in the middle of my chair?
Of all the ——— stupid fools
By ———, this beats the bloody rules!"

"AFTERGLOW" (A. S. E.)



"I don't care if you *have* got a Liberty Ticket"



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SUNRISE AT SEA

Early dawn found the Flagship ploughing the blue Pacific. On the flag deck, the Signal Bos'n summoned a young ordinary signalman.

"Nip away aft, lad, and find out what time the Admiral's turning out."

Young Bunting, at sea for the first time, took the order at its face value, doubled aft, stumbled into the Admiral's cabin, switched on the light, pulled aside the curtain and, awakening the amazed Flag Officer, stammered out, "Signal Bos'n wants to know what time you are getting up, sir."

Strangled silence followed until the Admiral, taking a firm grip of his bunk, asked gently, "What time is it now?"

Hearing that it was barely daybreak, the great man retreated firmly into his blankets with the words, "My compliments to Mr. ———, and I'll be on the bridge after breakfast."

Back to the flag deck rushed young Bunting and reported eagerly, "Admiral's compliments, sir, and ———"

"Whose compliments?" roared the Signal Bos'n.

Learning the awful truth he sank weakly against a flag locker, while a Yeoman hurriedly chased away the potential homicide victim.

Signal Bos'n spent the next two hours wearing a groove in the newly scrubbed flag deck. Breakfast seemed to have no meaning at such a time.

He spun as a voice asked, "Did you want to see me, Mr. ———?"

"Oh no, sir. No, sir."

"Strange!" remarked the Admiral. "I thought you might have."

E. W.

HEARD IN HARBOUR

Situation—Ship at Anchor.—Control Station requests report on strength of signal received in ship.

Operator replies—QSA3.

P.O.O.W.—Is your Receiver O.K.?

Operator—Definitely yes.

P.O.O.W.—Then why QSA3?

Operator—I have my volume control half-way down.

Situation—A little strained!

THE SPARKERS' "IF"

(WITH APOLOGIES TO RUDYARD KIPLING)

If you can keep your nerve when all about you

Are jamming hard and blaming it on you,

If you can hold the air while others flout you,

Until you can get the longest message through.

If you can send—and not grow weary sending—

Nor over-bore the man who has to read.

If your mistakes are rare and prompt their mending,

If you believe that haste is never speed.

If you can calmly contemplate the chatter

Of greenhorn operators fresh from school.

If you can sit with messages that matter

And wait until they are finished and be cool,

If you can read through half a dozen stations

The weaker signals that are meant for you

And pick 'em out with few interrogations

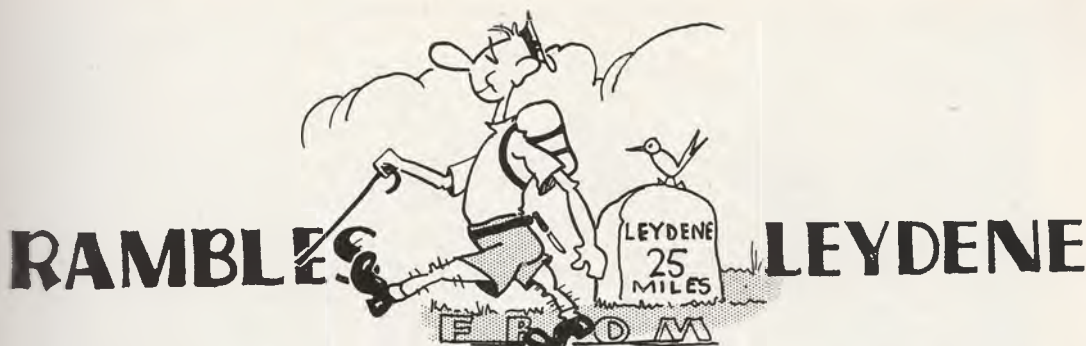
Yet never feel ashamed to ask those few.

If you're propelled by energy that's tireless,

If you don't fear the job that's never done,

Then take my word you're fit to work at wireless

And anything you get, you'll earn, my son!



Let us take the direction to Droxford, indicated as five miles, and remember from the start that we are on an historic pilgrim's way, and also by old tradition the route that William Rufus and his courtiers often took, on his hunting expeditions to the New Forest. It was customary in those times to take the direct road leading over the hills; it was safer from ambush. Another old tradition was that the pilgrims planted yew trees at intervals along the route and certainly these, or their progeny are still in existence.

Passing along the road we leave the grounds of Leydene behind us and proceed westwards crossing Chidden Down along the rough gravel road which was only laid in recent years, and after $1\frac{1}{2}$ miles come to the cross-roads on Teglease Down. They are not sign-posted but the road continuing straight on leads to West Meon and Warneford. Our road is sharp left and, after about 150 yards, sharp right where we begin to descend. Soon the lovely Meon Valley country begins to open out. Prominent on our right is Old Winchester Hill, easily distinguishable by its camp-like appearance. The area was used as a battle training ground during the war and conspicuous red notice boards in the distance give warning of the danger of unexploded bombs.

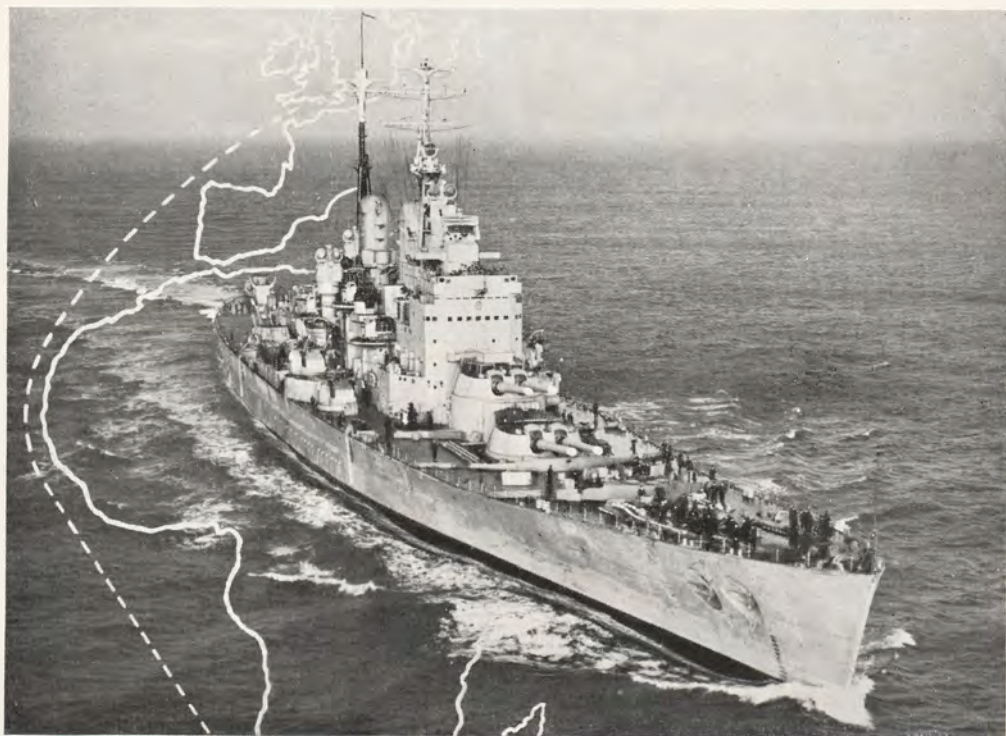
The landscape stretches for many miles, dipping to the Meon and rising again to distant Beacon Hill, with a panorama of fields, some bright green, some brown from recent ploughing and others with a carpet of yellow, all weaving a pattern of indescribable beauty and dotted here and there with lonely farm houses.

We keep straight on until we come to Meonstoke, a typical quiet English village with its mixture of thatched cottages, Georgian residences and a few more modern red brick villas. The swift flowing Meon skirts its southern side. One quaintly shaped thatched residence halfway up the street on our right, has been irreverently called the "Tea Cosy." Over its gateway are some obviously very old ship's oak beams. It seems that a reminiscence of a splash of naval history rests here. A little further on we come to the Church which is 13th Century and has a sculptured Norman font inside. The Church fits sublimely into its background of tall elm trees and flanked on one

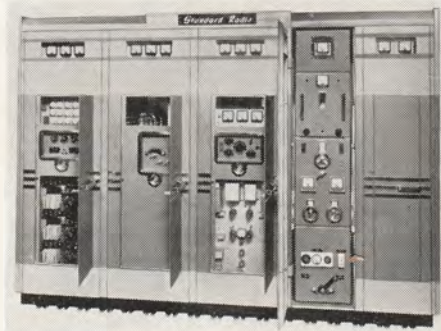
side by the Meon river. In a small meadow adjoining the boys play cricket. It is all so very English and Meonstoke still remembers with pride the sacrifice she made in the first world war, when twenty-two of her men lost their lives from the hundred families residing there. Passing the 'local' "The Buck's Head" (or calling in for refreshment as the mood takes us), we come to the main Fareham-Alton-London road, but instead of turning left we go a short distance to our right to visit the ancient Anglo-Saxon church of Corhampton. Away back in the days of William the Conqueror the country folk assembled here for worship, and the bell still tolls on Sundays for Divine Service. Successive generations have stopped to admire the beautifully sculptured sun-dial wrought by an Anglo-Saxon craftsman, and to the left of the Church porch there is a large Roman stone coffin, which was found in recent years in a Meonstoke field with the skeleton of a man inside. We may rest in the pews a few minutes and reflect on the changing periods of English history, wherein men and women who played their part in their generation also sat in these self same seats.

But time is passing and we may not linger longer and so on along the Meon Valley road to Droxford, another $1\frac{1}{2}$ miles. In this village lived for some time Isaac Walton, author of the most famous book of fishing lore "The Compleat Angler." He married the Rector's daughter and wrote of the country hereabouts "It exceeds all England for swift, shallow, clear, pleasant brooks and store of trout." The village clusters along the main road and we pass (or do we?) "The Baker's Arms" and "The White Horse" also Studfield Lodge, home of Captain the Hon. J. Bruce, R.N. (Ret'd) a former Signal School Officer. We soon arrive at the cross roads to take the road indicated by the sign-post to Soberton, following thereafter the road to Hambledon, and as our legs are getting somewhat weary we plod Leydenwards taking the short cut across the fields to avoid the "Bat and Ball" road triangle. Our walk has taken us some twelve miles, but remember George Borrow, who sometimes walked 40 miles before breakfast, but compensated himself for it by dishes of eggs and bacon unknown to our times.

A. H. B.



For the Royal Voyage to South Africa a *Standard Radio* Type D.S.10 Transmitter was installed in H.M.S. Vanguard to give to the Royal Party facilities for telephoning to any extension in Great Britain or South Africa, and to transmit programmes to be re-transmitted by the B.B.C. and South African Broadcasting stations.



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TOPICS OF SIGNAL IMPORTANCE

For economy reasons the America and West Indies Squadron is being reduced to two cruisers, *Sheffield* and *Kenya*, and two frigates, *Snipe* and *Sparrow*. *Kenya* and *Sparrow* are now visiting the large cities on the Pacific coast of North America, and *Sheffield* and *Snipe* are visiting along the east coast.

The aircraft carriers *Theseus* and *Glory* visited New Zealand late in August.

Liverpool, wearing the flag of Admiral Willis, C-in-C Mediterranean, and escorted by *Chequers* and *Chaplet*, visited Sebastopol at the end of July.

Aurora (six-inch cruiser) and *Mendip* (Hunt class destroyer) are to be transferred on loan to the Chinese Navy in November.

Nigeria visited Monrovia in July for the centennial celebrations of the Liberian Republic.

* * * *

The United States Naval Training Squadron, consisting of the aircraft carrier *Randolf* and the battleships *New Jersey* and *Wisconsin*, visited Portsmouth in July. The battleships are of 45,000 tons displacement and are the largest ever to enter the harbour.

The Argentine training cruiser *La Argentina* arrived in the Thames on 18th July.

* * * *

Future of R.I.N.—India has been allotted four sloops, two frigates, twelve minesweepers, one corvette and all existing landing craft. Pakistan gets two sloops, two frigates and four minesweepers.

* * * *

SEA CADET CORPS

So much interest has been shown in the Sea Cadets at H.M. Signal School that it may be worth a scan over the Sea Cadet organisation. This is jointly administered by the Admiralty and the Navy League, and has been reorganised under the Admiral Commanding Reserves to ensure better training. Hence, among other arrangements, the starting of summer training at Leydene.

Sea Cadet officers and cadets come to H.M. Signal School for one week to get an insight into modern methods of communication, and to observe and participate in parades and ship routines. Their weekly programmes are varied, and include, apart from several instructional periods, one day at sea and another visiting H.M. Dockyards, including a visit to H.M.S. *Victory* (ship). It will easily be understood that they are not expected to be proficient in one week of training, but their programmes are compiled to enable them to see all they can under practical conditions, and to create the enthusiasm necessary to ensure their future attendance at their home units, and keen attention to their unit training.

The industry and enthusiasm of Lieutenant-Commander Fillingham, R.N.V.R., and the kindness and keen interest shown by the Captain of the Signal School and the staff officers generally, have resulted in a very successful season, and we look forward to larger numbers for the next summer season.

* * * *

R.N.V.R. (WIRELESS) RESERVE

This scheme is at present limited to ex-"Sparkers," but may be extended. Surplus sets are held ready for distribution to those of the required proficiency. With this equipment, operators will receive licences permitting them to operate on certain naval frequencies, along with an allowance for cost of electricity and upkeep. They will be able to take part in exercises while sitting in their own homes.

* * * *

Several very interesting visits have been paid by classes at H.M. Signal School to the works of Messrs. Standard Telephones and Cables and to Marconi's. Great kindness and hospitality have been shown. It is intended to include an account of such visits in future issues of THE COMMUNICATOR, in order to indicate to our readers the "shape of things to come" in radio.

* * * *

Professor Bainbridge-Bell, of A.S.E., Haslemere, who delivers highly instructive lectures periodically at Leydene on the standardisation and improvement of circuit symbolry and circuit drawing lay-out, has asked us to give publicity to the existence of B.R. 1079 (46), which should be our "bible" in this respect—but which is seldom drawn from the C.B. Officers of establishments and ships. His lectures on the subject demonstrate very conclusively that we could make life much simpler by adopting a universal code on the pattern recommended in the B.R., not only throughout the Service, but throughout the three Services.

* * * *

A full account of Radiolympia, which opened, for the first time since before the war, on 1st October, 1947, will be given in our Christmas number.

ALSO OF IMPORTANCE

Very much so. This is a general note to once again draw attention to those very good friends of the magazine, the ADVERTISERS.

They are again supporting us in strength. That means a tremendous lot to the magazine and not only on the economic side. It proves that the magazine means something to a wide circle of influential people outside the Service.

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ITEM TARE

Certain of the less well-informed sections of the Communication community appear to be labouring under the impression that I.T. is some sort of magic and secret cult, practised by a slightly "unbalanced" staff in North Camp, Leydene. This impression is not quite accurate, there being no mystic aspect at all! An explanation of some of the more hackneyed phrases appears to be necessary.

A word which we bandy around very much is "Sequence." This has nothing to do with the things worn by costermongers on Hampstead Heath, but is defined as "The presentation of facts in their logical order". This entails "building up" the subject, rather like a barrister "building up" a case, and not tearing it to bits like a shipbreaker's yard—the idea being that a subject is very much easier to understand when built up rather than when it is broken down.

We also have a "natty" line in "Question Technique." This, however, from the class point of view, is not so hot, as it is designed to drag the class away from the arms of Morpheus, in order to keep them awake and thinking. The principle is that the instructor should ask the class as many questions as possible, thus keeping them on their toes. The class learn much more if they work things out for themselves and good questions achieve this object. In order to keep the whole of the class awake, never put the name of the questionee first. To illustrate, suppose a sheikh had a muster of his 200 wives. He should not say, "Fatima,

what are you doing tonight?" but rather, "What are you doing tonight . . . Fatima?" In the first instance, all the girls with the exception of Fatima, realise quite early that they are not victualled, whereas in the second case all have at least a few moments of pleasant reflection (!), and this is good I.T.

High in our list of fanatical war-cries comes "Visual Aids." We believe that it is useless to try to describe something in words when a picture will do it far better without a single word being spoken. For example, which is better, a word picture of Betty Grable or a photograph? Try it on a friend, and you will soon see that on production of the photograph a slight lift of the left eyebrow, accompanied by the low frequency "Wolf Whistle," will emphasise what Confucius said, "A picture saves a thousand words" !

Lastly, to get out of the wilderness of Bad Instruction, we have "Manner." Here we try to make the instructor look "presentable" and to sound interesting. If he wishes to put his class to sleep, there are specially designed lullabies, and the instructor should not be one of them !

One of our sidelines is the "suppression of distracting mannerisms," e.g., pacing about in the front of the class—a form of gyration which is calculated to give the student "tennis neck" far quicker than the Centre Court at Wimbledon! In addition, it makes the instructor tired, not to mention the outlay in boot-leather.

This, then, is briefly I.T.—just Plain Common Sense. Simple, isn't it? Just like the I.T. Instructors!

G. W. S. S.

**Floating
On spread pinions
The seagull suddenly
Swerves, startled.**

**Into the sable covering of
Night
It flees in plunging terror
From the Voice
That has called from below;
From the face of the
Waters.**



**What said the voice?
What poignant thought
Was broadcast?
What bitterness was wrenched from
The Soul, and flung
Into the circumambient darkness?**

**Listen!
The voice of a Mariner
Keeping lone vigil with Aldebaran
Calls once more into
The void —
"Roll
On my bloody twelve!"**

End

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Lieutenant T. P. FURLONGE
 Lieutenant K. E. LIGHT
 Lieutenant F. C. R. BYE

LONG (C) COURSE

(Near completion—names published in Summer number of this magazine).

COMMUNICATIONS GAZETTE

RECENT PROMOTIONS AND APPOINTMENTS

[EDITOR'S NOTE.—Although every endeavour is made to ensure that the information conveyed in this section of the magazine is correct, we must ask readers not to treat it as authoritative in the strict sense, and to grant us their indulgence if occasional errors are made.]

Name	Rank	Whence	Whither
J. J. ADAMS	WEO(R)	Tamar	Collingwood for Course
R. C. ARMSTRONG	C.P.O.Tel. D/JX148034	Mercury for Course	Promoted Acting Warrant Telegraphist 22.9.47
E. D. ASHMORE, D.S.C.	A/Lt. Cdr.	President	Mercury vice Dreyer
T. P. AUBREY	Cdr.	President	President vice Robertson
A. A. AUSTEN	Sig. Lt.	Wildfire	Placed on retired list and re-appointed
A. E. C. BEST	Wt. Tel.	Ocean	Mercury tempty 7.7.47
G. A. BLOODWORTH	Sig. Bos'n	St. Angelo	Mercury
T. A. BOULTON	A/WEO(R)	Mercury	Victory for duty at Horsea W/T station vice Claxton
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F. W. H. CHATTEN	Sig. Bos'n	Sultan Singapore C.C.O.	Cookham Camp
C. L. CHAPRONIERE	A/Cd. Tel.	Ferret	Placed on retired list 21.7.47 and re-appointed
E. C. CHILDS	WEO(R)	Mercury for A/T Course	Tamar for maintenance duty at Stonecutters W/T station
M. G. CHICHESTER	A/Lt. Cdr.	President	Promoted Lt. Cdr. 1.9.47
E. S. COBB	C.P.O.Tel. C/JX.138230	Mercury for Course.	Promoted Acting Warrant Telegraphist 22.9.47
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R. G. DREYER	Lt. Cdr.	Mercury	President for duty with D.R.E. vice Brooke.
The Hon. J. C. EDMONSON, D.S.C.	Lieut.	Mercury	Britannia for R.N.C. Dartmouth vice Marten
W. G. C. ELDER	Cdr.	Belfast as First Lieut.	Belfast as Executive Officer vice Bolt
J. EVANS	Wt. Tel.	Pembroke for duty at R.N.S.S. Cookham	Transferred to 'L' Branch in rank of WEO(R). Collingwood for Course To be released
A. FILLINGHAM	T.A/Lt.Cdr.	Mercury	Placed on retired list 18.8.47
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D. A. K. FINLAY	Lieut.	Pembroke for duty at R.N.S.S. Cookham	Merlin vice Wood and as Flag Lieut. to R.A.Lambe F.B. C.U.O.
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D. D. GALLIE, D.S.C.	Lt. Cdr.	Vanguard	Duke of York vice Eliot
J. P. GORNALL	Captain	President	Victory IV
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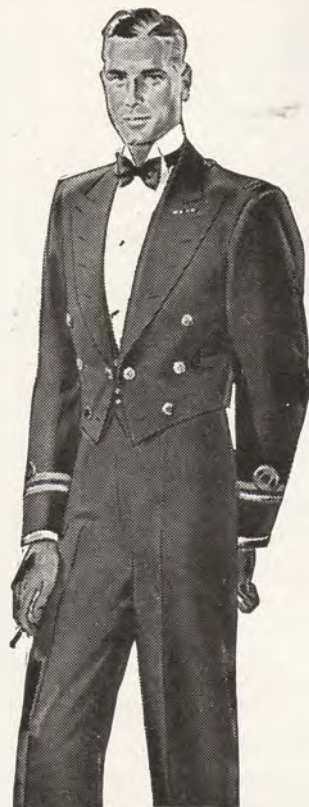
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G. R. WOOLSTON	Lieut.	Saker	Granted acting rank of Lt. Cdr. while holding this appointment 8.9.47
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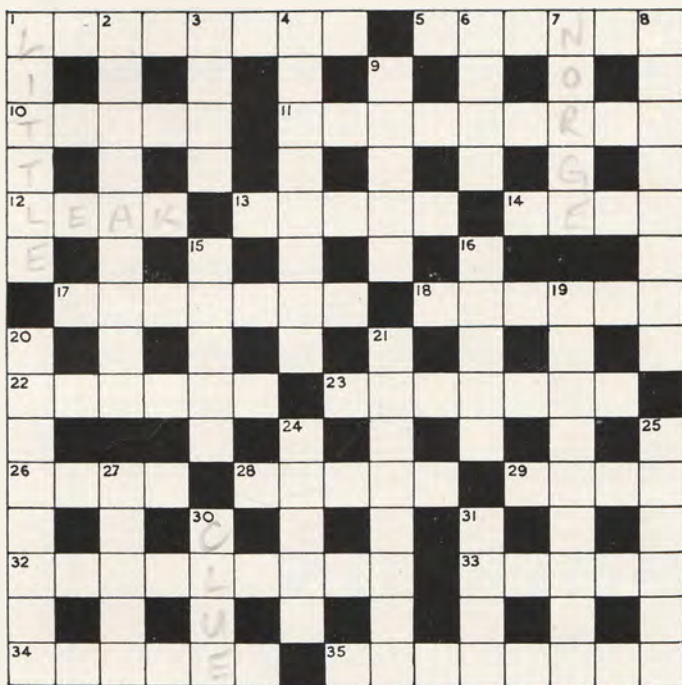
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(See page 32 for Solution)

28, Untrue (5). 29, See 17.
32, I ate later in revenge (8).
33, Ends in water but you
don't want it on this (5).
34, This footballer is a naval
assistant (6). 35, Navy time
signal? (8).



Down—1, Lit and let but not a lot (6). 2, Surprise begins with a puzzle (9). 3, Supports many bloomers (4). 4, Blows cold in winter (4, 4). 6, Helps, it is said (4). 7, Norwegian in Norwegian (5). 8, 25, S.O.S. (8, 6). 9, See 31 (5). 15, A hundred and fifty leave for a blow (5). 16, Easily broken land (5). 19, A sailor might order 14. for himself and this for his little sister (1, 8). 20, This day never dawns (8). 21, O.K. but also sounds to be completely wavy (4, 4). 24, "Collingwood" palindrome (5). 25, See 8. 27, Frequently (5). 30, Sought by Sherlock and crossword puzzlers (4). 31, 9, They take precedence over Charlie (4, 5).

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