

THE COMMUNICATOR



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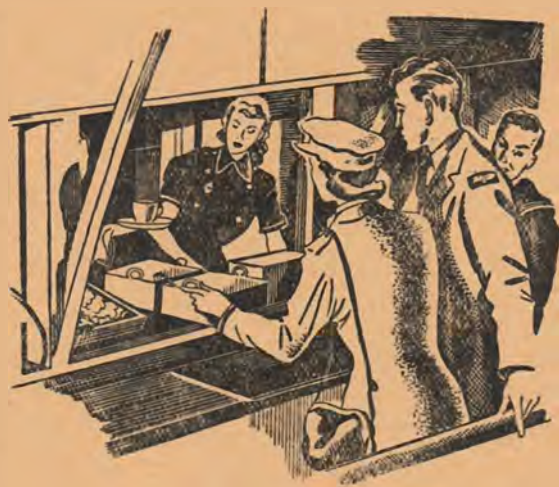
EASTER
1948

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THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy

EASTER 1948

■ VOL. 2. NO. 1. ■

ONE SHILLING & THREEPENCE

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THE COMMUNICATOR IN 1948

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The Editor, THE COMMUNICATOR, H.M. Signal School,
 Leydene House, East Meon, Near Petersfield, Hampshire.



EDITORIAL

Whilst consulting a comprehensive work of reference recently, we took advantage of the occasion to satisfy our curiosity about some of the appellations associated with the world of Naval Signals. First we looked up our pagan god *Mercury*, who was accused in our last issue of being a very smooth young rascal indeed.

We found that *Mercury* was, in his own right, the god of "eloquence, theft, merchandise and trade," an association of attributes which makes him out to be a sort of super "barrow-boy" of the most plausible kind.

He was subject, however, even in his day, to wise "direction" by the democratic government of the gods, and became, efficiently and with commendable charm, the "very ready messenger of the gods." Now this is the guise in which a young signalman may properly emulate him, with perhaps a dash of the eloquence thrown in. In his new role, *Mercury* did a great deal of good and the many stories about him embody the beneficent influence of good communications.

His Caduceus—the winged rod entwined by two serpents—is itself symbolic of the happy understanding which the spirit of *Mercury* can bring. The story has it that the serpents were originally engaged in combat, but that the passing *Mercury* plunged his wand between them, whereupon they both entwined

themselves lovingly round it and each other.

In later times, the name "*Mercury*" has been given to the planet rotating nearest to the sun, to one of the most fluid of the metallic elements, to a plant which adorns our herbaceous borders, and to a newspaper. All of these meanings have some significance for us, though perhaps we prefer the god to the metal and the planet to the flower.

Our researches on *Mercury* emboldened us, with perhaps regrettable lack of modesty, to inquire into the meaning of *Communicator*. We are greater than we knew, for besides being "a device by which the guard or driver of a train can be communicated with by a passenger"—a function we could necessarily fulfil only three times per year—we find we are responsible "for the interchange of thoughts or opinions; intercourse; correspondence," and, most happily, "one who takes his hearer as a partner in his sentiments and says 'we' instead of 'you' or 'I'."

This is delightful and we are happy in our work. We freely forgive *Mercury* his peccadillos with Venus and Io, granting that every comely young signalman has his moments.

As the first Communicator, we illuminate *Mercury* on guest nights and special occasions, not merely because he is good-looking, but because for us he synthesises beauty with duty, grace with efficiency and speed with readiness to serve.

THE PASSING OF S/B. ONE

There is something painfully nostalgic in the thoughts evoked by the passing of an old familiar friend. Still more is this the case when his departure marks also the passing of an epoch.

This is neither the place nor the time for a necropsy, and the precise cause of his demise must remain shrouded in obscurity. His long years had drawn, almost without outward sign, toward the end which awaits all mankind; Fate decreed the hour of his return

"To the vile dust from whence he sprung"

—but not, if this poor pen can do his memory justice—
"Unwept, unhonoured and unsung."

On this sad occasion, we recall many bygone scenes—more, perhaps, than we care to number, lest recollections intrude too bitter and searing for our peace of mind. We dare not think of those little acts of kindness and consideration which our youthful arrogance denied his venerable age: our contemptuous disregard of his tactful warning and advice. No! Let us rather remember his unfailing wisdom, his boundless energy and zeal, and his kindly thought for our welfare.

Each time we met him, however long the interval between our visits to Signal School, he seemed almost unchanged by the passing years.

His memory was unflinching to the last. With what tales of

"Old, forgotten, far-off things"

"And battles long ago"

would he delight to regale us on guest nights and other special occasions!

Now he is gone from our midst; and the Communications world is the poorer for his passing. With him, as in some major holocaust, his entire line came to an end. S/B1, that unconquerable stalwart of the Signal School staff, from time immemorial, is no more.

Naught but cold comfort is to be derived from the inauspicious functionary "V/S1" and a clammy hand seems to encircle our aching heart when we ponder on the potentialities of the official short title of the new lineage of Junior Signal Officers. Oh! Powers that framed A.F.O. 4190/47—what have you swept away, and what given us in its stead?

A.R.J.

In place of the usual curvaceous young lady, we offer you, without apology, this pin-up of a Grand Old Gentleman. Wherever you may be, the voice of Big Ben reminds you that the pulse of the Commonwealth is still steady and strong.
(Photograph by Siemens Electric Lamps and Supplies Ltd.)

"THE VILLA DONNA MORTA"

(An authentic Easter Ghost Story)

How often is the question asked, "Do you believe in Ghosts?" In my experience, very often, but I don't think I would venture an answer myself. You see, I know a true ghost story of something that actually happened to some American friends of ours, only a few miles away from the villa at which my family were staying in Italy. It occurred whilst we were there, and all of us went to a party in the room in which it happened.

The time was Spring 1938. The villa, Donna Morta as it is now called, was situated in the company of ours and one other on a small hill near Feisole which is five or so miles from Florence. All of these villas were of very ancient origin and had plenty of traces of Etruscan work (the Etruscans were the inhabitants of Italy long before Aneas brought his Trojans to Lavinium to found the world-famous and conquering Romans).

About a couple of months before Easter our friends decided to alter the cellars of their villa by knocking the adjoining wall into an old Chapel down, thus making a large room for holding parties and dances. The idea may have been a good one, but the local peasants would have nothing to do with this sacrilegious violation of the Chapel. Some workmen, however, were procured from Florence and work went well for a month. It was not fast enough however for our rather impetuous American friend who decided to start a night shift so as to get the work finished in plenty of time for an Easter party.

At first the labourers refused to work at night but, after an increase of pay and the promise of a nice fat bonus when the work was completed, they agreed to co-operate. The night shift started working on a Tuesday and things went swimmingly until Friday night when trouble developed at a quarter-past eleven.

Slowly the place seemed to get cold and clammy; at first it was hardly noticeable, but, as the minutes went by the workers became uneasy and conscious of a sort of evil pervading the whole of the underground vaults where they were working.

Then, as they were just about ready to pack up and leave the cellar, an apparition appeared. At the top of the steps leading down from the house, a figure of what seemed to be a monk in a yellow Carmelite robe, emerged out of the wall and glided down the stairs towards the terrified workmen. As it reached the foot of the stairs it disappeared slowly, starting at the legs rather as if it was sinking into the ground as it advanced. After it had vanished the poor Italians stood as if stunned and then fled through the Chapel, devoutly crossing themselves as they ran.

The next morning, when our friend had breakfasted, he made his way down to see how the work



was progressing. On finding the cellar empty he immediately 'phoned the contractor to find the reason. What he heard shook him slightly but he managed to shame him into promising to send some more labourers, and passed the ghost off as the product of the workers' own imagination—as indeed, he really thought it was.

The following night everything went well and the American, who had stayed up whilst the work was on, was all the more convinced that it was either a trick of the imagination or else a device to make him pay bigger wages.

On Sunday night his eldest son, named Dwight, who was on vacation from Yale, took his turn down with the workers. As on the previous night nothing happened for a while that was the least untoward and Dwight was very near to leaving and going up to his warm bed. Luckily he didn't, for not long after the clock had chimed quarter-past eleven the same feeling of evil, cold and clammy, seeped into the cellars and gradually filled the whole atmosphere with its presence.

They all stood waiting as though frozen to the ground. At last, as the clock was striking midnight, the figure slowly detached itself from the wall at the

head of the stairs and glided down towards its petrified audience, and as before, it gradually disappeared at the foot of the stairs.

With great presence of mind, Dwight picked up a piece of chalk and rushed to the spot where the apparition had disappeared. On the floor at this point he drew a large cross and then, racing up the stairs, he marked in a like manner the spot from whence the figure had appeared. The workmen watched him as if in a trance until he turned to speak to them.

I don't know what he said to persuade those superstitious and ignorant Italian peasants to do as he told them but somehow he got them to start lifting up the tiles in the floor. In ten minutes they had laid bare a small trap-door about eighteen inches square held in place by heavy iron bolts. Cutting through these, which had long ago rusted into a solid mass, they slowly prised up the slab of masonry.

At the bottom of a shaft they could see an open box in which lay the bones of a new-born child, shrouded in rotted fragments of rough yellow cloth.

At the top of the stairs they found, walled up in a

niche, the remains of an adult dressed in a yellow robe.

The following day, experts examined the remains and they were carefully packed up and sent down to Florence Museum. The experts told us that the bones were those of a young girl of about eighteen or nineteen, and that, judging by the way they were lying, she must have died in agony, of starvation probably.

Well, there are the facts of the case. Apparently the poor girl had been walled up alive and her child placed so that she, dying herself, could hear her baby wailing as it slowly died as well.

After death presumably the spirit of the girl did what she had been striving to do whilst she was still alive—thus the ghost was her spirit going to visit the poor dying child.

That is the explanation the local Italians gave—but I, who like to think I am an agnostic, cannot bring myself to believe in life after death . . . though sometimes on dark nights when I'm all alone, I begin to think . . .

B.C.W.



LET'S TALK SHOP!

The S.T.I.

Questions received from various sources show that many ratings are more ignorant than they should be about the rules which govern their advancement in the Communication Branch.

These rules are published in B.R.1066 and are amended from time to time by Admiralty Fleet Orders. The rules are unavoidably complicated because they have to cover every circumstance, and it is not particularly easy to find the particular paragraphs which affect *you* personally at any moment in your career.

During 1948 it is hoped that an up-to-date edition of a pre-war book called the "Signal Training Instructions" will be published. This book will give you in a fairly simple form all the information you need about advancement, courses, examinations and standards of knowledge of the Communication Branch. Printing of this book has been delayed because there have been so many changes; in fact, the draft prepared a year ago is now being completely scrapped; but, as the post-war Navy settles down, changes will not be so frequent, and we hope it will be a simple matter to keep the S.T.I. up to date.

To help you further, it is also intended to publish in *THE COMMUNICATOR* a series of short articles explaining some of the more important factors in your career. The first article, "The Depot Rosters," is included in this number.

New Signal Books

A new A.F.O. is shortly to be issued giving more details of the new books. Conversion courses are going well: about forty senior ratings do the week's course at Leydene each month and are not finding the changes too difficult.

You should be getting your copies of the final printed version of the new books and also the new special flags and pendants in April or May. Another A.F.O. is being issued telling you how to convert your tuffnel box.

Ship-Shore Communications

Those of you who have not been closely connected with them may be unaware of the background story to the ship-shore communication arrangements which are shared by H.M. ships and British merchant ships. It was realised at the Admiralty during the war that the elaborate ship-shore organisation which was then in operation could not, for reasons of man power and financial economy, be continued in peace for H.M. ships alone. Also, naval signal traffic, with the greatly decreased number of warships and with most of them in port wave communication range for the greater part of the year, would not by itself have justified such an organisation. Proposals were therefore made to continue sharing our ship-shore communications with British merchant ships, as we had done during the war.

Of course, in peace time the "signals" to and from merchant ships are private or business telegrams and all have to be paid for by the sender. Part of the proposed scheme was that, where necessary, naval fixed services would be used for the carriage of merchant ship traffic and no charge would be made on this part of the route.

The proposals were finally agreed and the scheme was introduced world-wide on 1st January, 1946. It had not originally been intended to include the F.I. and Pacific to begin with, but the sudden end to the Japanese war and some high pressure work in Singapore and Ceylon in fact, made this possible.

Briefly the advantages of the scheme are that

- (a) Merchant ships are provided with much better facilities than existed before the war.
- (b) The Navy's ship-shore organisation is kept alive.
- (c) There is ample traffic, which would not otherwise exist, to keep our fixed services busy and in a healthy condition.
- (d) Financial benefits accrue to the G.P.O. and hence to the Treasury. (The Navy gets no money for the traffic it handles!)

In parallel with the ship-shore organisation, broadcasts from merchant ships to carry all the "to-ship" traffic are transmitted in all areas. This keeps the merchant-ship operator in practice at reading broadcasts, a method he did not like adopting in the last war, preferring direct method working, to which he was accustomed.

After many teething troubles the scheme has now more or less settled down. The chief requirements for commercial and private messages are accuracy and speed—having paid to send his "signal," the originator in a merchant ship or liner expects it to get there quickly and accurately or else wants his money back. In the words of the Admiralty Instructions to Shore Wireless Stations, "A radio-telegram is useless if it takes as long to deliver to the addressees as an air-mail letter does; the former costs shillings, the latter only pence. Similarly, it is useless if it reaches the addressee in a corrupt condition—either he cannot understand it, or he is misled by the inaccuracies contained in the message, provided of course that the inaccuracies are not in the address, in which case it cannot be delivered at all."

A further advantage of the post-war scheme is that our liaison with Merchant Navy radio officers, so necessary in war time, now continues in peace, and we are both able to maintain and improve the knowledge of each other's methods. Though the early teething troubles have largely been overcome, there is still room for improvement—and the direction in which there is most scope for this, is operating.

Here is an extract from a letter recently received from the radio officer of a merchant ship.

"The standard of Morse is, generally speaking, bad and usually from the same cause, and that is excessive speed. I think that most of the telegraphists on these stations have had little operating experience and all seem to have the idea that they must send at about 25 w.p.m. This would be all right if the Morse was good, but it is often almost impossible to distinguish call-signs owing to the bad style of sending. I think 20 w.p.m. on H/F is quite a reasonable speed, especially in view of the number of junior men serving in H/F ships."

To give you an idea of the scope of the scheme, the number of radio telegrams handled in Whitehall Wireless between 15th and 24th December, 1947, was 22,964.

Admiralty Orders of Interest to the Communications Branch

Incorporated in the Communications Gazette at the end of this and subsequent numbers of the magazine will be found a list of the more important A.F.Os. and A.G.Ms. which affect the Communications Branch.

V/S COMMENTARY

The new signal code flags are to be seen at H.M. Signal School's mast most afternoons now. They look strange at first, but even at this early stage of conversion it's the old code that's beginning to look out of place. It is interesting to note that some, at least, of the so-called "new" flags are considerably older than the old ones, two of them (flags 2 and 9) for example having been used by Lieutenant Pasco in Lord Nelson's famous signal before Trafalgar.

The Storing Yards are expected to have the new flags available about April or May; new dressing lines have also been designed to suit the new code, and diagrams should be issued shortly.

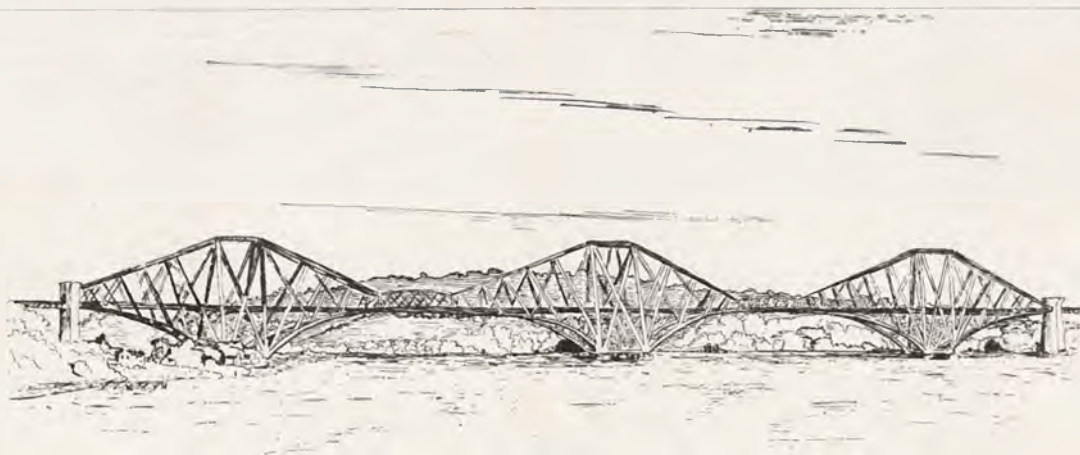
There is no truth in the rumour that the flag of the National Savings Movement, now prominently displayed all over Britain, is to become an "A" knowledge in the new S.T.Is.

V/S Practical

The Mediterranean Fleet has introduced "Semaphore Only" periods and stopped the use of the 10" S.P. in harbour. This should help greatly to raise the standard of practical V/S.

WIRELESS COMMENTARY

You will note that our title in this issue has changed from "W/T" to "Wireless"—the change is a symptom of an attempt to standardise the words which describe the various uses of radio. It is as yet quite unofficial, for it is hoped to achieve inter-Service agreement, and until that is attained nothing can be formally promulgated. The idea is that the term "Radio" should cover all uses of the ether—Communications, Radar, Navigational aids and so on; one of the main branches of the "Radio" family tree will be "Wireless," which will cover all forms of radio communication. "Wireless" will subdivide into "Voice" (replacing R/T), "Television" and "Telegraphy." "Telegraphy" will further subdivide into "Morse" and "Teleprinter" and each of these can, of course, be either "Manual" or "Automatic." This is not a complete picture of the "Radio" tree, but it gives an idea of the part which concerns us and a reason for some of the changes which have already occurred.



FORTH BRIDGE

W. H. ROBERTS. No. 47

Knee-deep the three steel giants stand
And stretch their arms across the Forth.
The girder-spans that link the land
To bear the vital railroad north.

Beneath, the fishing-vessels flee
To shelter from the rising gale.
Defiant of the angry sea,
The massive giants will not fail.

For three score years against the strains
Of tearing wind and swirling tide
They hold, that tiny puffing trains
May safely reach the other side.

J. O. F.

"L" BRANCH COMMENTARY

Our prophecy in the last number of *THE COMMUNICATOR* that R/M1 would be scratching around for instructors, classrooms and equipment has been amply fulfilled, for seldom have so few of them had to serve so many classes.

Strenuous efforts are being made to modernise our instructional equipment, and already syllabuses have been given the "New Look" by the inclusion of B40, B41 and Type 601 Series, though we have to confess that the last-named are only on paper at present.

Our classrooms have also been given a "New Look" by the substitution of chairs, metal, close-stowing, for wooden stools. We think a more apt description of the chairs would be "Chairs, steel, cold." Concurrently with their introduction there has been an increased demand for our old friend the BR222, but, we suspect, more for the purpose of "taking the chill off" than as an instructional aid.

The strong possibility of having to commence instruction in D/F Calibration in the near future, to which we referred in our last Commentary, has proved to be accurate. Consequent upon the withdrawal of A.S.R.E. Civilian D/F Calibrating Officers, the art of calibration is no longer a closed shop but an "L" Branch commitment. This somewhat novel form of training was started with a class of four officers, known as "D/F1 Class" (or, more popularly, "The Guinea-pigs") who were given an insight into the mysteries of calibrating M/F, H/F and V.H/F D/F.

In order to provide some degree of realism here in the heart of Hampshire 700 feet above sea-level, the national flair for improvisation was brought into full play to produce a calibrating "vessel" in the form of a 15-cwt. van, equipped with the necessary transmitters, and soon known as the "M.F.V.". Our M.F.V. is required to traverse two muddy lanes at right-angles to each other, from which it is visible to observers located in Leydene's bleakest classroom. It is thus possible to take simultaneous D/F and visual bearings and so simulate the conditions of an actual calibration run.

The coincidence of the wettest week of the winter with the launching of our M.F.V. and D/F training added a further note of realism.

Teething troubles were many and varied; for example, over-hanging branches produced an aerial hazard not foreseen and the M.F.V. returned from its first run with the aerial system somewhat battered.

A herd of cows was often to be seen in the field adjoining Calibration Corner. Apart from causing frequent "wooding" of the M.F.V., neither the cows nor their field appeared to have any effect upon the calibration curves.

We hope the four "guinea-pigs" learned a good deal about D/F calibration, despite the adverse conditions.

Plans for the future include a synthetic trainer

which, being under cover, will make most of our calibration instruction independent of weather conditions.

As part of a general re-organisation of Signal School Staff Officers and Offices, R1 now shares the same office as R/M1 and S/M1 in North Camp. Intending visitors, please note.

AMATEUR RADIO ACTIVITIES

The Amateur Radio Station has progressed steadily; in fact, it is now too big for its original quarters and we are hoping for a change to better accommodation in which the radio shack and the workshop will be combined to allow the enthusiastic inventor to give his genius full rein, whilst his confreres the "Key thumpers" are searching the ether for new and distant contacts, the more remote the better.

Our new transmitter is in the throes of its latest redesigning agony and, although it has been on the air, it is considered to have room for a good deal of improvement. The arrival of a new consignment of parts has added to the improvement fever.

We had a call from H.M.C.S. *St. Hyacinth*, but did not establish contact. When we really get on the air on the 14 Meg. band we will make them our first call.

To complicate matters, the station members are hoping to take part in the National Field Day for 1948 as reported in the *R.S.G.B. Bulletin* of January, 1948; and to that end they have commenced to design their idea of the very low-powered transmitters and receivers which will be required to comply with the rules for this event. The power supplies for both transmitters and receivers are limited to dry batteries and, in addition, the total power allowed is very small.

The next item on the agenda is to improve our QSL cards and replace the present somewhat peculiar figure of Mercury with a more godlike figure better in keeping with the immortal "messenger." The new figure will be a replica of the Mercury on the front of this magazine, as the Editor has kindly loaned the Club the original block.

This month sees the Club's first birthday and, to celebrate, we have applied for the extra power allowed to holders of Amateur Transmitting licences after successful operation for one year. With this extra power to our elbow we hope to increase our overseas contacts and to roam ever further afield.

W.T.2.



This is a picture of a Worm's Eye View of a bird on top of one of Leydene W/T masts.
(Contribution sent in by The Early Worm)

EASTER MESSAGE

'For lo, the winter is past,
The rain is over and gone,
The flowers appear on the earth,
The time of the singing of birds is come.'

Thus sang the wise Solomon, though but vaguely discerning the fullness of Easter's Message. For, like some natural jewel, the Message had lain hidden and unvalued, waiting for someone to uncover its dazzling glory to the world.

It is no new Message, but ancient as the Nature in whose heart it lies hid.

When the frosts of autumn slowly and inexorably spread their death-like hand over the face of the kindly countryside, men sadly brace themselves against the inevitable. Soon the pall of winter wraps the earth in its icy folds. Then comes the New Year, and men presently begin to look around them for the first signs of that new life about to be born.

Thus, year by year, men perceive the miracle of spring, but, having glimpsed it, cast it behind them, never knowing the full wonder of it.

Then God sent His Son, who by His life and death and victory over death, showed that the miracle of spring is but the shadow of the great miracle of all life. As winter is but the gateway of spring, so also is death the gateway of life. So also are sorrow and hardship the heralds of joys to come.

That is the Message of Easter, and one much needed by men to-day.

Borne down by heavy burdens and distracted by anxiety, many mourn the memory of past days. Never again will life hold such happiness for them. But Easter bids them put away such foolish thoughts, for, though indeed those days are dead and gone, they died giving birth to still better days to come.

We must look forward, not backward; we must forget present darkness searching for the first rays of the brighter day which is dawning.

THE PADRE.

MATTERS EDUCATIONAL

Until recent years, little appreciation of the value of cultural education in the Service existed outside educational circles. Apart from the basic training of junior officers and men, and preparation for the Educational Certificates necessary for higher rating or rank, "school" work outside the Training Service was strictly "utility," with a heavy bias towards technology. This defect was recognised by the Admiralty, and ships and establishments were provided with reference and general libraries; but it was exceptional to find Service personnel who had made sufficient use of the facilities to be classed as well-read or well-informed by comparison with civilian standards.

Happily, this should soon be just an echo of "old forgotten far-off things." During the war a new line of thought brought about the institution of Educational and Vocational Training. This heading covers practically all cultural activities, ranging from handicrafts and hobbies to preparation for civilian life, and includes, as an item of major importance to the individual the study of current affairs. The entire resources of the academic and cultural world are now placed at the disposal of the Royal Navy, and the E.V.T. Officers of bases, establishments and ships form the channel through which this wealth of information and instruction can reach the men and women for whom it is intended.

There is now no reason why any member of this great Service should be at a disadvantage in culture and education, except where apathy and ill-will produce the attitude of mind of the Ordinary Seaman who, when asked about the views of a speaker in a recent lecture on current affairs, replied: "I was there, but I had been detailed out of turn, so I didn't listen."

A. R. J.

CALLING ALL COMMUNICATORS

The Editor is compiling a collection of noteworthy signals—noteworthy for their humour, aptness or context.

Dig out your signal logs and send in your contributions giving a few words of background information if possible.

Because your pet signal is already famous, don't assume that someone else has sent it in. **DO IT NOW.**

It is hoped at a later date to publish these in instalments.

There is an acute shortage of copies of the Summer Number 1947 Communicator (Volume 1 No. 2). The Editor would be most grateful if any copies finished with, or spare, could be sent in to meet the demand. We will meet any expenses incurred in returning old copies and, if required, will pay 6d per copy for those in good condition.

Please send in your old copy if you don't want it further.

THE TIE

As Stocks are now available (C) Officers wishing to purchase a Signal Officer's Tie should apply to:

THE ASSISTANT SECRETARY,
H.M. SIGNAL SCHOOL,
LEYDENE HOUSE,
NR. PETERSFIELD, HANTS.

Price 5/6d. each. Plus 1 Clothing Coupon



THE DEPOT ROSTERS

Perhaps the most sweeping change that has occurred since the war, and that which fills a long-felt want, is the new method by which Communication ratings are placed on the roster for advancement to the Leading and Petty Officer rates.

For the benefit of our more junior readers it may be as well to explain here that each depot has its own advancement rosters, which operate independently of the other two depots. Thus, when a vacancy occurs, in, say, the Chatham Port Division, the man at the top of the Chatham roster is (provided that he is in all respects qualified) selected to fill the vacancy; and the Commodore of the Depot sends form B13 to the Commanding Officer of the rating's ship authorising his advancement. The Commanding Officer will, if he considers the man in all respects fit to hold the new rate, advance him to the "acting" rate. He will then serve in the "acting" rate for a minimum period of one year, during which time he will be considered as being on probation. If he proves himself capable of performing his new duties satisfactorily, he will be "confirmed" in the rate and the word "acting" will be removed from the title of his rating. If however, the man at the top of the roster is not recommended or has not all the necessary qualifications (*e.g.*, has not passed Educational Test, Part 1, or has insufficient seniority), then the man next on the roster is selected; and although the former retains his position at the top of the roster he will not be selected until he is recommended and has all the necessary qualifications.

Now, in the past, a man's position on the advancement roster was determined by the date on which he actually did the course, and, although he was (as far as was humanly possible) given a course in accordance with the date on which he was recommended for it, it was not always possible to get him into the right

course. Perhaps he was serving on a remote foreign station and could not be relieved in time, or he might have been in hospital or on compassionate leave at the time that particular course started.

This meant that, through no fault of his own, this man's basic date of passing the examination was delayed by perhaps months, or, in a very unfortunate case, years. In consequence, when he did eventually get his course, his position on the advancement roster was very much lower than that of his more fortunate "opposite numbers" who had suffered no such handicap.

A new system has therefore been introduced (A.F.O. 7273/46) by which a man's position on the advancement roster is decided not by his date of passing the examination, but by the date on which he applied and was recommended for his course.

You will see, then, that nowadays the earlier a man is recommended to qualify for higher rating the higher will be his position on the advancement roster when he actually passes the examination. Furthermore, if through some unfortunate circumstance, he cannot be made available for a particular course he has the comfort of knowing that his position on the advancement roster is assured and that when he does get his course he will not have "lost deal".

You would be well advised, therefore, to make your application to qualify for higher rating immediately you feel confident of tackling the course and examination.

You may do this at any time and if you have exceptional ability and you are highly recommended, your Commanding Officer may recommend you at once by means of Form S.1303A. If you are not considered to have exceptional ability, you may be recommended at any time after you have served three months in your present rating. The Admiralty instruc-

tions state that a Commanding Officer must be satisfied that a rating has a reasonable chance of passing the examination before he recommends him.

Should you fail the examination at the end of your course you will have to make a fresh application for another course, but you cannot do this until three months have elapsed after your failure in the case of courses for Leading rate, or six months after failure for Petty Officers' courses.

In such cases your position on the advancement roster will be determined by the date on which you made this new application, and *not* by the date of your first application.

To summarise: make your application for a course at the earliest date possible without waiting for your Divisional Officer, W.C.O. or Chief to prod you into activity, and take every opportunity whilst awaiting your course to reach a state of preparedness that will make you confident of success.

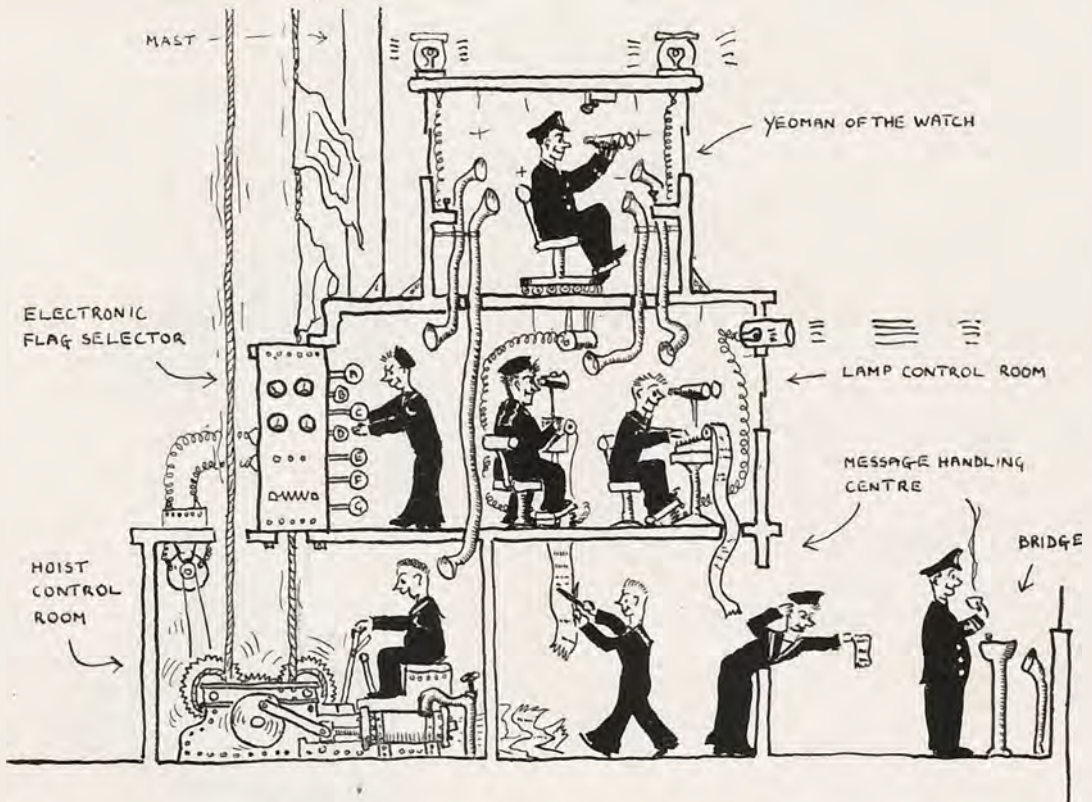
Remember, it is in the interests of yourself and the Service alike to *pass as early as possible and at the first attempt.*

Further, do not overlook the fact that it is also necessary to have passed the Educational Test, Part 1, in order to be eligible for advancement. This is a very simple examination and should offer no obstacle, but it is remarkable how many men fail to realise the importance of passing early and thereby miss the opportunity of early promotion.

In our next issue we will review the various ways in which accelerated advancement to the various rates may be gained.

J. S. W.

(EDITOR'S NOTE.—*Queries on points of general interest may be raised in letters to the Editor on the matters dealt with in this series of articles. These will assist "J. S. W." in his elucidation, but no guarantee can be given that any specific query will receive prominence.*)



SECTIONAL SIDE ELEVATION OF A MODERN VISUAL SIGNALLING CONTROL TOWER

The amazingly intricate mechanism of this new control system (Short title—"Control Outfit V.S.C."), has been devised by Home Fleet Communication experts. It is understood this equipment is being given serious consideration by Their Lordships, and will probably be fitted in all new construction ships, replacing not only the Flag Deck but also the redundant parts of the main armament control system.

GOING THE ROUNDS IN "MERCURY"

ENTERTAINMENTS

Dramatics

At time of writing, "Mercury Productions" are hard at work preparing for their play "To Kill A Cat". In recent months, owing to drafting and releases, it has been extremely difficult to keep the amateur dramatic team together long enough to produce a show, but we hope that this time it will be possible to complete our full tour of about ten outside establishments.

Visiting Shows

The Victory Players have again visited Leydene and gave a very good show called "Saloon Bar." One of the requirements of this show was for the actors to drink twenty pints of beer during the course of the play. The audience in particular found it very thirsty going!

Ken Dallimore has also been here again and he presented another most enjoyable variety show.

But perhaps the high-light of our entertainment has been the visit of the Forces Broadcasting Company. This company visits Service establishments recording shows for eventual rebroadcast over the Forces Broadcasting Network abroad. The show they produced this time was called "Fanfare" and included such famous artists as Charlie Chester, Lizbeth Webb (star of the current London production "Bless the Bride"), Pat O'Regan, Forsythe, Seaman and Farrell, and the Radio Revellers, together with George Crow and his Blue Mariners Dance Orchestra. We hope that eventually all of you who are abroad will hear this version of "Fanfare."

We hope that in the near future such well known shows as "Much Binding in the Marsh," "Stand Easy," "Twenty Questions" and "Merry Go Round" will be able to come here for their broadcasts.

Dances

On 22nd. January a Grand Fancy Dress Dance was held in the Theatre. This proved a terrific success and it has now been decided to have a fancy dress dance every three months. Our regular Thursday night dances are still well attended, helped by the large number of Wrens that are now under training here.

HEARD IN THE CINEMA

(told by a visiting artist)

In the Navy, the routine is: "If it moves, salute it. If it doesn't move, pick it up. If it's too big to pick up, paint it!"

WARDROOM NOTES

With the removal of the scaffolding which has blocked the entrance hall for some months, and the introduction of new carpets into the Ante-room, the interior of Leydene House has brightened considerably. However, people come and people go, but nothing startling ever seems to happen. During the day there is the usual congested buzzing hive, and in the evenings there is peace and gentle snoring. The permanent denizens stir in their sleep only on Guest Nights.

The last Long Course proceeded with extreme caution along matrimonial lines. Lieutenant Barrie Kent is the only one to arrive at a firm conclusion, and we wish much happiness to him and to Second Officer Peggy Wightman on the occasion of their marriage. Lieutenants Peter Dolphin and John Oram are also to be congratulated on their getting engaged (to their fiancées, of course!).

Finally, we shed tears at the loss of Lieutenant Pat Milligan, who leaves us to join the ever-swelling ranks of the Civil Service.

A shadow is cast by thoughts of the impending departure of C.S.S., which will mark the ending of two pleasant years. Others will have the benefit of his wise control, and some of us may have the good fortune to serve with him again.



Signal Lieut. H. Coward, R.N. (Ret'd). Brought his service in the Royal Navy to a close at Leydene in February, 1948

SPORT

RUGGER

Our record since Christmas has not been as good as we had hoped. We lost several of our stalwarts in the big "demob" and have had some difficulty in replacing them. Still, Signal School, somehow or another, has fielded a team which has fought every minute of the game.

We had hoped to produce a real home game this term. When *Scotia* closed down their rugger posts came to us and, with the consent of the Welfare Committee it was intended to erect them on the soccer field. There were, and still are, serious difficulties to be faced. The soccer pitch is not really long enough for rugger—a certain distance behind the posts is part of a rugger field. If the playing pitch had been shortened our goal-line would have confused soccer players in their games. It is certainly not easy to play rugger and soccer on the same pitch.

All our games have been played on our opponents' grounds. We thank them sincerely for their hospitality and hope that they've enjoyed the games as much as we have.

Next season we start on a standard fixture list organised by Whale Island. Some dates have been left open for our own arrangement and these have been offered to old friends not included in the scheme.

SOCCER

Our position in the league table hardly gives the team the credit due to it. The big exodus in January was mainly responsible for the difference between the "pre" and "post" Christmas records of Signal School soccer. The trouble seems to have been the falling off during the second half of the game, but with the enforced team changes things could hardly have been different. Division One soccer demands physical fitness which can be achieved only by regular training. Drafting and demobilisation have seriously interfered with all our training schemes—hence our position in the table. As with all Signal School teams, our boys have never given up trying. Well done, lads—it's the spirit that counts and you've certainly shown plenty of that.

HOCKEY

There has been little hockey so far this season, chiefly because of the lack of a Leydene ground. We now have a slightly undersized ground at Soberton which the Wrens have been using quite a bit, and with the lengthening evenings we hope to get games going again. With some thirty Indian and Pakistan officers and ratings here, a little practice will produce a good team.

GENERAL

It may not be generally known that the squash court is available for all. Details of playing facilities are to be found in Signal School Standing Orders, Section XII. If you've never tried squash—have a go. Rackets and balls can be borrowed from the P.T.I.

SAILING

After a series of suggestions had been made for the yacht's new name, a vote was taken by the people who had assisted in getting her ready during the winter months and the name chosen, almost unanimously, was *Meonmaid*.

The *Meonmaid* will be put in the water on about 20th March. She will be painted royal blue. Thanks to the very generous contributions made by Signal Officers all over the world, she will have a new set of sails and certain other accessories including proper cooking arrangements and an anchor winch. In fact, we are confident that we shall have transformed her into a smart and well-equipped yacht.

There have been some pleas from outside the Signal School for an engine to be fitted, but both the cost and the constructional difficulties involved are beyond our means. *Meonmaid* will therefore rely on her sails for propulsion.

It is hoped that she may be berthed off H.M.S. *Dolphin*, which has kindly agreed to give us assistance, and arrangements are being made for the use of one of the buoys in Haslar Creek.

A detailed programme for the use of the yacht has not been made—and it is not intended that it should be. There are, however, suitable short "ocean" races at least twice and sometimes three times during each of the summer months. Also, on dates to be fixed later, all the ex-German yachts in the Portsmouth Command will compete in a series of four races for the Monarch Bowl.

Apart from racing, the yacht will go away on weekend trips and, as the evenings get longer, for weekday trips. In general, it is intended that the yacht shall primarily be available to the ship's company of H.M. Signal School. If, however, any Signal Officers or Communication ratings on the Home Station wish to take part in the races or sailing trips, they should communicate with the Sailing Secretary, H.M. Signal School, who will keep them informed of vacancies.

D. P. S.

On the occasion of the recent visit of C-in-C., Home Fleet, to Leydene, a laboratory C.R.T. demonstration was given which had been very carefully prepared beforehand. The official party arrived, complete with Schoolie, and after the introductory patter the switches were made, but the expected display fell over in the last stage. Consternation was registered.

"Try again, Schoolie," gently suggested the Training Commander, "otherwise, perhaps, you won't be believed."

The Chief R. E. was hurriedly summoned, but in spite of his assistance every pretty picture but the right one was obtained. The party moved off with dignity, but the last word was left to the Commander. Turning at the door, he fixed the Chief with a sinister eye, and hissed, "I am looking for a new driver for the Lister truck!"

YARNS BROUGHT IN BY "SHAKERS," THE SHIP'S CAT

THE HARD TRUTH

An officer, apparently idling, was observed by two Wrens as they were passing. Said one to the other: "Fancy—nothing else to do; and only a Lieutenant-Commander, too!"

* * * *

OVERHEARD AT CLEANING SHIP STATIONS

BILL: "How are you getting on with that Wren, Ginger?"

GINGER: "I've packed that up, Bill."

BILL: "Coo! I reckon she was a smasher; wasn't she any good?"

GINGER: "Tain't that, Bill: she got made a P.O. so I asks her how much allotment she was going to make to me. She said "Fanny Adams." so I shaved off."

* * * *

Answer to a question on Ceremonial: "GRAB of Old Gaul."

ON GUARD

Consider the little electron
Which sits on the filament face.
With the rest of its kind agitating behind
It has to get out of the place.
And faster by far than a bullet
It struggles to get through the pack
It tries to get clear of the ones in the rear
But the others in front hold it back.

The grid may be very well guarded,
In fact it may never get through,
Or it may reach the plate at a terrific rate
Knocking out an electron or two.
The screen grid attracts this emission,
Condenser g.a. is cut out.
The anode must lack what it doesn't suck back
And the kink in the curve comes about.

This robbery must be prevented.
The suppressor grid shields off the screen.
Its voltage is nil, so the curve kink will fill,
For the voltage beyond can't be seen.

J.O.F.

KNOCKER, WHITE



ROUND THE HOME ESTABLISHMENTS

R.N.S.S., FORT SOUTHWICK

Since last writing we have said good-bye to many old friends, Com.-Lts. Head, Peters and Clewer, and also W.C.O.s Cox and Laister. Their leaving is not only a great loss to the Establishment but also, we feel, to the Service, and we should like to say "Thank you" to them for all they have done for us.

With them, too, have gone the old battles as to the relative efficiency of the helio and the cleft-stick runner. The cat's whisker was a far too modern invention, and was upheld only by the theory that the duty of a Signalman was to shake a Sparker so that he could take a signal.

Our play, "The Duke in Darkness," was a great success, and earned tribute from the adjudicator of the British Drama League, and also the local Press.

Most of the burden was borne by the Captain as the "blind" Duke, and the Padre as producer, but the production would not have been possible without the sterling work of all the cast and stage-hands.

Strange to relate, the oft-repeated lines "The rain on your face Gribaud, and the wind on your cheek," were not adapted from the conditions of some of the huts, neither was the abysmal gloom produced by the electricians lifted from the "Black Hole of Calcutta."

At going to press, the Fort Southwick Players are producing Scene IV. of "Saint Joan," by Bernard Shaw, for the Command Dramatic Competition.

The suggestion that Saint Joan (Duty No. 11 man) should be burned at the stake at the end of the scene has been vetoed, much to the disappointment of the stage manager.

In sport, our football team still heads League Division 2, and looks as though it is in a pretty impregnable position.

We are also in the final of the U.S. Junior Soccer Challenge Cup and stand a reasonable chance if the present team can be retained.

The rugger side has had great success and has been only once defeated.

We hope in the near future to start a hockey side and I am informed (by our roving reporter) that we can even field a chess team.

The First Lord paid a surprise visit recently and walked round the Divisions and the Establishment, and seemed pleased with what he saw. Afterwards he inspected the pile of old iron alongside of us which is reputed to be an embryo "pundit's paradise," or Haslemere House.

Although they received a sudden fillip by the influx from *Scotia*, the numbers under training are slowly declining and the last N.S. class will leave in July.

With no further additions from this source, our numbers will become very small, comparatively, but it is hoped we will not fade away entirely into limbo.

One thing further: Commander N. de G. Waymouth, the C.O. of the Fort, is probably leaving us (our social reporter reports) before this goes to press. He commissioned the Fort as a Signal School way back in 1946. Much of what we have achieved is owed to him, and I know all at Fort Southwick and many elsewhere would wish to join in saying "Good luck and all the best" when he departs.

COMBINED SIGNAL SCHOOL

At the moment No. 5 Basic Course is just finishing with the final exercise of the course—unfortunately in snow. Exercise "Mermaid" is the climax of the basic course, in which everybody undergoes a "wet landing", works in a headquarters ship and craft, lives inland for a night (the local farmers and their poultry co-operating magnificently), and generally tries out everything he has learnt in theory. By this time the soldiers have stopped calling our one "stripey" Signalman "Sarge," and Communicators on the course don't call the Regimental Sergeant Major "Tara"—at least, when he is within earshot.

Two (C) officers from the Home Fleet joined up with No. 3 R.A.F. Specialist Signal Officers' Course and provided the necessary touch of "dark blue" to liven up the wardroom arguments.

A visit by the Press gave us all a day's amusement. Hundreds of flash bulbs were spent in the dummy headquarters ship and part of the standard demonstration was photographed for a subsequent television programme. The visitors also witnessed a basic course exercise "Fox and Hounds," in which an Army sergeant set off inland on a bicycle, making his call sign at intervals; the hounds and huntsmen were provided by students and instructors respectively—everybody with a man-pack set. Luckily the Press had left by the time the first sighting report of "Tally-ho! There the basket goes!" had been received.

C.P.O. Tel. Salter still trains the Combined Signal School team, which has suffered in the North Devon Football League by the loss of some H.Os. Since Christmas we have lost one of the creators of our dummy Headquarter Ship, C.P.O. Tel. Shepherd, who had to return to Leydene, and have gained two newcomers on the instructional staff—Yeomen F. W. Smith and N. O. Rees.

Lieut.-Cmdr. J. B. R. Horne, who has been at Fremington practically since the word "Go" in 1946, is to be relieved as Officer-in-Charge, by Lieut.-Cmdr. G. H. H. Culme-Seymour in March. We wish both of them every success in their new jobs.

G. A. F.

R.N.S.S., COOKHAM

The New Year has brought many fresh faces to Cookham, as the expected classes from *Scotia* have arrived and several officers have also joined. An officer from *Scotia* claims to be fourteen stone of "bounding" muscle; he will have the opportunity to prove his statement when the new boiler has been installed. A happy spirit pervades the camp and we look forward to a successful year. In the past months, though we have been very active in the sphere of sport, the cultural side has not been neglected. The Dramatic Society have presented an excellent play and the Music Club given gramophone recitals.

Classes under training at Cookham are now nearly all S.S. The last N.S. O/Tels. Class and the remaining three N.S. O/Sig. Classes are nearing the end of their courses, and all have made good progress and will be a credit to Cookham and the Service. The senior classes under training now go to sea with the Home Fleet destroyers; the trainees thoroughly enjoy this week of "sea-time," which is good practical experience and a great asset to the training programme.

Owing to the inclement weather our football pitch has resembled a mud-bath; however, when possible, games have been played. The Inter-Part Soccer Leagues are nearing completion and it appears the Petty Officers will top their league and the Miscellaneous team head the other. The final match between the two winners should be a keen game, and at the moment the Miscellaneous, who have a good average of seven for, and one against per match, are hot favourites. Our hockey team has also had its activities severely curtailed by the bad playing conditions.

The ground, though poor for soccer and hockey, has been ideal for rugby. The Camp XV have therefore played regularly and despite the lack of weight the team have given their opponents some good games. A match which aroused much interest was that between the Camp and the R.N.B. team. After a keen struggle the heavier and more experienced side dominated the play. Many encouraging shouts and much advice from touch-line spectators failed to produce that extra effort and eventually the R.N.B. XV won by 16 points to nil. The Dental Officer was astonished at the ease with which teeth were removed. He was even more amazed when the hapless victim calmly threw the crushed molars over the touch-line. Every evening a crowd of young enthusiastic cross-country runners leave the Camp. They are training for the Note Command Cross-Country Race at the end of February, in which we hope to enter two teams of eight and so have two chances of winning the cup.

Prior to Christmas leave our Dramatic Society presented the play "Quiet Week-end." At the time this seemed very appropriate. With the help of various members of the camp the stage was converted into a country cottage which blended well with our usual "Much Cookham in the Wood" atmosphere. The cast excelled themselves, unexpected talent surfaced, and the play was thoroughly enjoyed by all who saw

it. One of the cast was the 3/0. W.R.N.S., who wore a hat so unique that afterwards it was suitably placed in the Wardroom. It certainly gave the wearer that "New Look." "Acacia Avenue" is to be the Society's spring production, but it has been suggested the play "Arsenic and Old Lace" would be easier to produce, as arsenic can readily be obtained. On 4th February we had a visit from Dobson and Young, who lectured to a large and appreciative audience; their subject was "Music with a Smile." As a direct result of this lecture, it is expected that the Music Club will transfer their gramophone recitals to the Recreation Hut.

The mild weather has produced a crop of amateur gardeners all scenting the approach of spring, and plans for improving the gardens are being eagerly discussed. These plans vary in scope from rock gardens to cabbage patches, and already a great variety of seeds has been bought. Rumour has it that some of these are being "forced" in a "bogey." Tomato plants have been ordered from the local cemetery and these should grow very well in the gardens round certain huts. The occupiers of one hut were purchasing some seeds named "Love in a Mist," as it was thought that these would produce enchanting flowers, but when it was discovered that they took two years to flower the more progressive nasturtium seeds were bought. At present, with the bare trees, the Camp looks somewhat austere. We are convinced, however, that visitors in the summer will be pleasantly surprised at the beauty produced by Nature and our labours. Cookham Wood will have become Cookham Park.

Lastly, a personal note (not, as Kipling said, "as a frantic boast," but as a mark of appreciation to those no longer with us who have helped to make us what we are). Before he left Chatham, Rear-Admiral B. C. B. Brooke, C.B.E., Commodore of the Barracks, said of us: "*The R.N. Signal School is a splendid example of orderliness and efficiency.*"

"COOKHAM FRY."



"Say what you like, I still think the Drafting Office has made a bloomer"

R.N.S.S., DEVONPORT

Although at the time of writing snow is falling, we hope that by the time this is in print, Vicarage Road will be gay with flowers and show us that spring cannot be far away.

Winter has treated us fairly kindly, if dreary, drizzling rain, falling continuously from grey and leaden skies, can be termed kindness. We have, thank goodness, had no nightly freeze-ups or snow-drifts such as we saw last year. On the whole we're rather glad that we have missed those particular Arctic conditions. Life would have been worse than it has been!

The Signal School continues slowly to expand—this term has seen the welcome return of the Leading Telegraphists Qualifying, a class of fifteen strong. By the time Easter leave is with us, the present Leading Signalmans' Course will have finished and a new class will have commenced. Touch-typing training continues apace, and junior ratings of both sides are being "suitably refreshed" before being examined. We admired the Ord. Tel. who, on being asked what were the ideal qualities of an R/T operator, replied: "Well, he must have a pleasant voice, well modulated, and know how to use a microphone!" Forward, Wilfred Pickles!

Apart from the instructional side, work in the camp has gone forward. The fluctuations in the number of Communication ratings in camp has nowhere been so noticeable as in the C.W.P., which on one occasion consisted of the Buffer, his several Yeomen and two actual working hands. A conference in the Staff Office to determine the number of essential workers in "key" places (*e.g.*, billiard rooms, C. and P.Os.' lounges, etc.) was enlivened by a terrific number of red herrings drawn by the Buffer. His store has to be seen to be believed—a veritable Aladdin's cave of all that goes to make the place clean. We feel that the crest on his store door (crossed spade, a fork, with pick, broom and mop superimposed, with motto "We keep it clean") is worthy of a far larger organisation.

On the W/T side we have been critically short of senior ratings—our all-time low has been five C.P.O. Tels. and two P.O. Tels. actually in the School. This has greatly curtailed our expansion schemes, but we hope to press on when more hands are available. The 16-m.m projector has had its maiden run—the forerunner of many sessions at instruction by films, we hope. We flatly deny any suggestion that we hope to blossom out as a fully operative "Cinè Bleu."

Our latest staff newcomer, Instructor Lieut. Morton, has settled down, as has Mr. Bennett, W.C.O., who is in charge of the C.B. Office.

We hear many stories about new books and new flags—those of us who have been to Leydene for conversion courses come back and talk airily about the Fleet rotating on its own axis. We also remember the "oozlum" bird which did that. Whether this can be taken as a precedent, we wouldn't know.

H. P.

NAVAL AIR SIGNAL SCHOOL

December and January were slack periods as far as courses are concerned, but we took the opportunity of brushing up our instructional technique by courses at the R.N. Barracks, Portsmouth. February brought increased activity. No. 2 Aircrewman Qualifying Course left us to be replaced by No. 3. A/T.A.G.II Qualifying Course joined at the same time, while the first D/F Course for Senior Ratings, *vide* A.F.O. 4255/47, commenced. Three different types of S.M.A.C.—standing for Syllabus of Miscellaneous Air Courses—were started.

Shorter days brought an increased realisation of our isolation from Lee-on-Solent recreational activities, so we came more and more to rely on our own resources. We had a very successful ship's company dance before Christmas—the Concert Hall was painted out just in time—followed by a very entertaining variety show given by the Fareham Youth Centre in January. Then in February we had a New Year's dance.

Our Music Circle meets (in the Voice Trainer!) once a week and our Play Reading Circle has turned into a Dramatic Circle and, with the able assistance of some Wrens from Lee, is producing three one-act plays early in March.

A "social evening" takes place in the Concert Hall each week; the Handicrafts Centre claims a fair number of regulars and the Chief and Petty Officers' Mess have (narrowly) upheld their local reputation as darts players by beating the Osborne Hotel, Hillhead, by 8 matches to 6.

Outdoor sport has consisted almost entirely of odd games at week-ends and periodical Wednesday after-



"But, Master, I too did all those things last night"

noons, when we try to provide a game for everybody. Our record was forty-four one afternoon out of a total of sixty.

Our '22 shooting team won the R.N. Barracks, Lee-on-Solent, Inter-Part Trophy in the late autumn. Lieut.-Cmdr. Bush and Lieut. Kelly, who have just completed their Sig. to (C) course at Leydene, were high-scoring members of our team.

Planning of cricket fixtures has been to the fore. Home and away matches have been arranged with Leydene and we hope to do the same with Fort Southwick and A.S.R.E. We aim to retain the R.N. Barracks, Lee-on-Solent, Inter-Part Cricket Trophy, which we won last year.

There has been a number of changes in the staff during the past quarter. Instructor Lieut. Hunter, who has been with the Naval Air Signal School for three and a half years, has been relieved by Instructor Lieut. Bell; Instructor Lieut. Whealing by Instructor Sub-Lieut. Atkinson. C.P.O. (A) Barrack has been relieved by C.P.O. (A) Tomlin as Senior Instructor; and we have lost our Chief Buffer. No one would be surprised if C.P.O. Morse turned up again and nobody would be anything but pleased if he did. Whenever it came to fixing anything, whether concert stage, dance hall or somebody who had or could do something we wanted, the Buffer was the man. His departure is our loss.

Our instructional staff has suffered a not inconsiderable loss in the departure, with the last Aircrewman Qualifying course to St. Merryn, of C.P.Os. (A) Holmes and Gibbs, who filled first and second places respectively in their course examination results.

Two changes have taken place in 783 Squadron. Lieut.-Cmdr. Tuke has been relieved by Lieut.-Cmdr. Winstanley as Commanding Officer and Lieut. Williams has been relieved by Lieut. Standbridge.



"He must be O.K. for a date; his missus is on a foreign commiss'"

HORSEA WIRELESS STATION

It is regretted that we have been unable to subscribe an article in previous issues of *THE COMMUNICATOR*, but as this is the first time our "pony express rider" has guaranteed delivery of the manuscript to the Editor by the required date it will be understood that lack of transport and not lack of enthusiasm has been our chief difficulty!

The mention of transport, or, rather, the lack of transport, may lead one to ask, "How does one get to Horsea Island?" (as if anyone cares!). If the tide is low, and wind suitable you may travel in motor transport across the "wadeway" between Hilsea and the island. If the tide is high and the wind still in your favour, you can travel to Porchester by road, and thence by boat to the island. Lastly, if both wind and tide are against you, there's nothing for it but old Shanks's pony across the footbridge from Hilsea.

It will be found that the Drafting Office invariably arrange to deposit you and your belongings at the end of the footbridge, at flood tide and in a howling gale. You then have a little over a mile to trudge with kit-bag, etc. But do not be discouraged: there is probably worse to come.

At the living quarters you are roughly thirty minutes from the nearest bus stop, so it will be seen that one does not lightly contemplate popping ashore for a pint or a haircut when based on Horsea. In fact, a run ashore takes the form of an expedition, well thought out and carefully planned. The transmitting station is approximately half-a-mile from the quarters, and in bad weather that has a tendency to increase. The going is rough. During last winter's bad weather it is reported that search parties were sent out on more than one occasion to locate watchkeepers lost on the trail. The road to the T.S. is flanked on one side by a large lake, and on the other by Porchester Creek. On very dark nights the choice is entirely yours. In spite of, or because of, all this, Horsea is said to be the ideal holiday camp for spending the summer (Drafting Office, please note).

Now, let's have a little "shop." All transmitters at Horsea are remote controlled by Admiralty. At present we operate twenty-four-hour fixed services with Singapore, Colombo, S.monstown and Gibraltar. R.T.P. is used on all circuits except Gibraltar who still stick to the straightforward Morse. In addition to fixed services, we supply transmitters for "GM" broadcast, as required by Admiralty. The transmitters installed are four Standard Telephone CS3Bs, three Standard Telephone CS5Bs, three Marconi SWB11s and one Marconi SWB8/10. The last-named is in the final stage of being fitted.

Some sets have water-cooled P.A. stages, and it would be as well for R.Es. drafted in future to Horsea to be given a short course in plumbing. In fact, there are times when it would seem that the ideal ratings for the job would be plumbers with a slight knowledge of radio.

Best wishes to all *COMMUNICATOR* readers from the staff at Horsea.

V. J. R.

H.M.S. GANGES

This issue of THE COMMUNICATOR has caught us a bit unprepared, as we have only just reached half-term and there doesn't seem to be much to write about. We haven't even had the V/S and W/T Efficiency Competition, which is usually a good standby on these occasions.

We received a very welcome consignment of stores from *Scotia* at the end of last term. We heard with delight that a lorry-load had been dispatched to us, but were not entirely prepared for what actually arrived—a vast furniture pantechnicon with an equally vast trailer. The latter proved to be almost entirely full of signal pads. No one in the audience gathered to watch the unpacking had ever seen quite so many signal pads in one place at one time before, and the revelation of this mountain of paper was greeted by a respectful hush. However, we now face with confidence a fair number of years of paper shortage.

Some of the recent sporting successes achieved by Communication Boys at *Ganges* may be of interest to Communicators who have recently left here.

Soccer Colours.—Boy Tel. Robb (*Collingwood* 223), Shucksmith (*Collingwood* 223), Campbell (*Collingwood* 223), Lowbridge (*Drake* 219), Collins (*Drake* 220) and Wilson (*Drake* 219); Sig. Boys Wynne (*Benbow* 226), Heath (*Collingwood* 224), Smyth (*Collingwood* 224) and Aldis (*Collingwood* 224).

Rugger Colours.—Boy Tel. Clayton (*Hawke* 221) and Sig. Boy Stanbridge (*Hawke* 222).

Boxing Colours.—Boy Tel. Eyres (*Collingwood* 223) and I.S.B.A. Boy's light heavy-weight champion), Boy Tel. Rowley (*Rodney* 231) and Sig. Boy Flewitt (*Hawke* 222).

ATHLETICS

1st Inter-Mess Senior Cross-Country.—*Rodney* 231/232. **1st Inter-Mess Junior Cross-Country.**—*Benbow* 243/244. **Winner, Inter-Mess Senior Cross-Country.**—Boy Tel. Booth (*Exmouth* 235). **Winner, Inter-Mess Senior Cross-Country and Best time round the course in Senior and Junior.**—Sig. Boy Jacques (*Grenville* 248).

SOME MORE THINGS WE HAVE HEARD

"Signal Halliard is supplied in lengths of 1½ inches, 1¼ inches and 1⅓ inches."

"H/F goes a long way because it can penetrate the underside layer."

Definitions of the Admiral

"An officer with gold-braid rings on the bottom of his sleeve. The edge of his cap is trimmed with laurel leaves. He had a great deal of power."

"An officer who sits in an office at the Admiralty and runs, or helps to run, the Navy."

Who were the Communications Boys who thought they could not do Shotley Routine because a Chief Yeoman cannot take a class on the parade ground?

R. B.



NIGHTMARE OF NOMENCLATURE

"Is the Signal Boatswain in the Cipher Office?"

"No sir, but the Warrant Communication Supervisor is in the Secret Cryptographic Compartment."

"This," said the Captain, "is about the end. I suppose I shall be called a Senior Ship Superintendent at any moment now. And," he added, eyeing the Gunnery Officer maliciously, "I refuse to call anyone a Weapon Direction Officer, or any such-like twaddle. If I find during the next action in which I take part that I have to say, Kindly instruct the Armament Movement Operators to cause in the main defensive equipment a clockwise rotation of forty-five degrees, and then propel their missiles towards the hostile elements, now within visual detection distance; I shall desert and join a lunatic asylum."

At that moment the Chief Yeoman appeared with a signal. "Reply, sir, to our signal asking for assistance to get rid of the rats in the fore messdeck."

The Captain looked at it. It read: "The Rodent Control Operative will visit you on Friday."

"I think," said the Captain, "that the end of the message is too simple. He could easily have said 'make a visitation'. Steward, bring me a brandy—a double brandy—before I have to make an inquiry regarding the possibility of obtaining transportation for hospitalisation."

W. F. P.

ENTER A.S.R.E.

From time to time many people have complained that the title "Admiralty Signal Establishment" was not fully descriptive of the work here carried out and on 1st January, 1943, the new name "Admiralty Signal and Radar Establishment" (A.S.R.E.) came into use.

A.S.E. had been in existence since 1942, when the Experimental Department of H.M. Signal School first became a separate establishment, and it is perhaps of interest to examine briefly the progress made during the six momentous years of its life.

Although the early history of radar is by now well known, it is perhaps not so generally realised that the Navy was "in" from the beginning, and that the original research group at Orfordness and Bawdsey was a joint team dealing with the needs of all three Services. It may not be out of place to recall that one of the five people comprising the nucleus of this team was Mr. L. H. Bainbridge-Bell, now so well known for his insistence on accuracy in technical reports and diagrams.

The first installations of "R.D.F." in operational ships were made in 1938, and in August, 1939, the first production model of an aircraft detection set was fitted in H.M.S. *Curlew*.

Thus, even when the war began in September, 1939, naval radar was already an established fact, and when A.S.E. came into existence some two and a half years later the experimental radar sections at Eastney Fort East and Onslow Road, Portsmouth, were gradually combined into a new department at Witley, a few miles to the north of the headquarters already set up at Lythe Hill, Haslemere.

Radar development, however, was only one of the many commitments in an establishment where every possible use of radio at sea was continually being investigated and improved, and recent years have seen great advances in the accuracy of direction-finding equipment for ever higher frequencies, in the reliability of point-to-point V.H/F radio telephony, and in the development of automatic radio teleprinter and similar services.



Lythe Hill House, Home of A.S.R.E.

The continual trend towards shorter and shorter wavelengths necessitated an enormous amount of fundamental valve research, and the A.S.E. extensions at Bristol and Waterlooville undertook work in this direction for all three Services. It was perhaps natural that these two extensions should provide the nucleus of the new Services Electronics Research Laboratory which was formed in November, 1945.

Let it be thought that A.S.E. has dealt only with signalling by radio, it may also be recalled that enormous improvements have been effected in visual signalling techniques, and lamps of better performance and greater efficiency are still being developed along lines which a few years ago had not been visualised. Great advances in infra-red signalling also were made during the war, and this method of communication was used in many "combined operations."

Since the end of the war there have been two particularly noteworthy achievements of A.S.E. One of these was the production of a prototype radar set for use by the Mercantile Marine, from which various commercial firms have developed sets which place British navigational radar in the forefront of the world's progress.

The other major achievement was the provision, during the Royal Cruise of H.M.S. *Vanguard* to South Africa, of communications services in advance of anything previously known in any warship in the world.

And so, as "A.S.E." passes from the present into the past, and the new title comes into use, let it not be thought that here is merely another name for the same old place. The progress of science cannot be halted, and the discarding of the old name in favour of the new is symbolic of the Establishments continuing adaptability to the needs of the future.

B. M. A.



THE ADMIRAL'S ELEPHANT

BY

R.S.

A meditative elephant Colossus-wise bestrode
The Trinco-Watapahti-Akwaruddhipura road,
And checked a scorching snottie who was grimly
hanging on
To the first of all the motor-bikes which ever scoured
Ceylon.

The midshipman dismounted while the brute benignly
viewed
This roaring, throbbing. Thing which had disturbed
his solitude,
And happily explored it with the only means he'd got
Till his sensitive proboscis found the cylinder was hot.

The elephant, resenting this undignified mishap,
Marked time upon the vehicle, reducing it to scrap.
The episode concluded, and the wreckage staying put,
The snottie (and the elephant) returned to base on foot.

Three decades gently rolled across the jungle and the
sea.
The beast became a rogue, the boy returned as C-in-C.
With one ambition unfulfilled, consumed by one
desire—
To find a certain elephant, to slay it and retire.

The Admiral, who realised that major operations
Depended to a great extent on good communications,
Demanded from his puzzled but enthusiastic staff
A comprehensive, systematic Jungle Telegraph.

The Jumbo Plan was organised, regardless of expense,
Employing every means which could convey intelligence—
The cable and the telephone, the local daily press,
The tom-tom and the pigeon post—but not, of course,
V/S,

A teleprinter network ranged from Jaffna down to
Galle,

The Fleet was told, "Land wireless sets—land others
—land 'em all,"

And hordes of walkie-talkie wogs were conscious of
the need

For details of the elephant's position, course and speed.

The staff reported, "Ready." Said the Admiral,
"Begin."

Profuse and pachydermatoid reports came pouring in,
And each involved a trip for the avenging C-in-C,
With motor-bike and rifle and a box of .303.

But though he ranged the length and breadth and
height of all Ceylon,

He never reached the spot until the elephant had gone.

"It seems," he would expostulate, in pungent Sing-
halee,

"That everyone has seen that blasted elephant but me."

At length there came a brief report which greater
promise showed—

The tusker had been sighted on the Watapahti road.
"Position?" asked the Admiral (as if he didn't know),
And he hurried to the fateful spot of thirty years ago.

The old and weary monster, who had wandered there
to die,

Observed his ancient enemy with dull, malignant eye
And hate in every wrinkle of his vast, unlovely figure.
The C-in-C. took careful aim—and gently squeezed
the trigger.

The end was instantaneous, but rumours still persist
That death was due to heart attack—the Admiral
had missed.

For subsequent inspection of the target failed to find
A puncture in excess of those which Nature had
designed,

ROUND THE ROYAL NAVIES

THE ROYAL NEW ZEALAND NAVY

The trend of a number of articles in *THE COMMUNICATOR* has been to give an outline of the development of various W/T stations in the Royal Navy and to give a description of the district surrounding these stations. It is thought that this article on the development of radio in the Royal New Zealand Navy may prove of interest to all ratings connected with the Radio Branch particularly those R.N. ratings who have seen service on the New Zealand Station. The majority of ratings will, however, probably remember us as the New Zealand Division of the Royal Navy rather than as the Royal New Zealand Navy.

It was about the close of 1926 that experiments with H/F were first carried out in the New Zealand Division. H.M.S. *Dunedin* (call-sign AG) was the scene of most of these early experiments, and early in 1927 the first built-up transmitter was installed in the second office and contact made with Admiralty, using her old call-sign AP4.

The circuit used was of the tuned anode, tuned grid variety and employed the old No. 7 condensers reduced in value to approximately .0005 mfd, home-made inductances and fixed condensers. An NT4 valve was used as the oscillator. The receiving side consisted of an ordinary reactance type detector and two stages of note magnification, as audio-amplification was termed in those days. The coils were 3-inch diameter space wound, and perched on top of the receiver, the whole arrangement being tuned by a 2-foot extension handle on the tuning condenser. Capacity effects were so strong that once one started to read a signal one had literally to pack up breathing for fear of losing the station.

At about this time it was decided to install a shore station working on M/F; a type 16 arc set, together with a type 2 spark, was fitted in the old *Philomel* then acting in the capacity of a training ship for New Zealand ratings. This outfit did yeoman service until about the middle of 1928, when an extemporary H/F transmitter was installed in the same W/T office in *Philomel* on top of the type 2, from which most of the power supplies were obtained. The call-sign was FA7, and may be remembered for the very harsh, broad but easily read note which was transmitted.

These arrangements continued until 1934, when a small W/T station was set up in the Naval Base, Devonport, Auckland. The set-up in the new shore station, which still employed the call-sign FA7, consisted of a Hartley circuit using an NT23 valve running off a type 37 power supply. This arrangement fed a single wire matched impedance aerial and splendid results were achieved with GYC on 8745 kc/s as

well as with ships in the command.

At about this time Lieut.-Cmdr. (now Captain) Banks was Squadron Communications Officer and did some very fine work on the experimental side. Programmes "Z" were the vogue in those days, and many a rating got a few days No. 11 for missing or being late for a programme "Z" routine.

FA7 continued in operation without any major alterations up till 1936, when it was felt that expansion was necessary.

The Navy then took over part of the Post and Telegraph Station situated at Tinakori Hills, Wellington, and operated a 1½ k.w. output transmitter on Whitehall and adjacent commands, and a 500-watter for local working. The results achieved were slightly in advance of the old station.

It was thought at this time that this would be our ultimate expansion, but in 1941 a move was made to establish a station of our own, employing as much up-to-date equipment as possible. The war, with its consequent increase in W/T communications, helped towards getting approval for the erection of this station and in 1942 work was commenced. The site chosen was Waiouru, a full description of which was given in a previous article on New Zealand.

Owing to the uncertainty of delivery of equipment at about this time, it was decided to construct a fairly high-powered high frequency transmitter, in order not to delay the opening of the station. This set was duly designed and constructed by naval radio technicians and was the first set in operation. The output stage utilizes 4 NT69s in push-pull parallel, and produces a power output of 6 k.w. This set, together with two 2 k.w. H/F sets, which were also designed and built by the Royal New Zealand Navy, is still giving excellent service alongside S.W.B.s and other modern commercially built sets.

The Royal New Zealand Navy's wireless equipment has therefore grown from the very experimental equipment in use twenty years ago to one of the most modern W/T stations in the world.

Since our previous article on Waiouru a most important addition has been made to the equipment at the station, namely, married quarters for twelve families, an innovation that has tended to make service at the station even more popular. One rating has a cow and recently got a few days' stoppage—he immediately requested for an hour off each day, in order to milk! A difficult place to run at times!

W. L. B.

THE ROYAL CANADIAN NAVY

H.M.C.S. "Naden,"
ESQUIMALT, B.C.
CANADA.

We were very pleased to have received THE COMMUNICATOR during the last year, and we are wondering if you would be interested in a word from Canada.

Since the end of the war there have been a number of changes in the R.C.N. and we are now in the process of combining the communication branches. We will all be known as telegraphists, but until conversion courses are completed we are designated as Tels. (V) and Tels. (W). However, we are still wearing the V/S and W/T badges.

All men joining the R.C.N. Communication Branch are given a joint course, but to date only one senior conversion class is under way at H.M.C. Communication School, Halifax, N.S. Generally the new syllabus deletes W/T technical work, which will be handled by the Radio Technician Branch. We are required, however, to obtain a Commercial Wireless Proficiency Certificate (Second Class).

During intra-R.C.N. operations the U.S. system and publications are employed, but when operating with units of the R.N. we use the R.N. communication system and publications.

We have received draft copies of the new R.N. books and have been favourably impressed.

During the war we had the pleasure of working with a number of R.N. instructors at H.M.C. Signal School, St. Hyacinthe, and besides wishing them all the best, we are wondering where they are serving. We know the majority are on pension, but would be interested in hearing from all who would care to write.

F. W. S., N.V.C.O., R.C.N.

Indian naval officers and ratings, who are to take over the cruiser H.M.S. *Achilles* for the R.I.N., arrived in England during January.

* * * *

The battleship *King George V* is to relieve H.M.S. *Howe* in the Training Battle Squadron at Portland in the near future. She is at present refitting at Devonport.

* * * *

Asdics have been fitted in two whale-catchers, but the assistance given in detecting whales is not sufficient to justify the outlay and maintenance. It is possible that a special set may be designed.

* * * *

The four-masted Brazilian Naval Training Ship *Almirante Saldanha* recently visited Plymouth. It was the first visit of a unit of the Brazilian Navy since 1936, and closely followed the visit of the Chilean Naval Transport *Presidente Errazuriz* to Portsmouth.



ROUND THE FOREIGN STATIONS

THE MEDITERRANEAN

Now that life up the "Straits" has settled down to an almost peace-time state, it may be of interest to those who have served or who are to serve on this station to know a little of the reorganisation that has taken place.

Immediately after VE Day, arrangements were concluded for the transfer of the Commander-in-Chief's war-time headquarters at the Royal Palace, Caserta, Italy, to a new peace-time headquarters built in the ex-army barracks of Lascaris which are situated immediately above the Customs House. The pre-war headquarters at the Castille had been made untenable by the bombing in 1941, and the well-known "No. 1 Signal Station of the World" had received a direct hit.

In March, 1946, the new Malta Main Signal Office was opened on the top floor of this Lascaris headquarters, and in June of the same year another No. 1 Signal Station was mounted on top of this building. Palace Tower Signal Station, which had done yeoman work as the P.W.S.S., was then reduced to a harbour look-out post. Since the new Lascaris Signal Station could serve only the Grand Harbour and eastern approaches, another small one was built on the roof of the Manoel Island Canteen to cope with Sliema and Lazzaretto Creeks. The Flag Officer, Destroyers, had his headquarters in Fort Manoel.

At that time the staff of the M.S.O. was a very mixed bag including R.N., R.N.V.R., W.R.N.S. and civilian personnel and the amount of traffic was heavy. The total staff was in the region of 400 and handled over 1,500 signals daily. Naval ratings were accommodated in Camarata Barracks, some ten minutes walk away from Lascaris, and this barracks also housed the pool and a small Signal Training Centre. The W.R.N.S. lived in the Sliema area.

At this time the station was still semi-operational, with troubles in the Adriatic and in Palestine waters, but things settled down in the M.S.O. and a new RT/P link was started up with Admiralty. However, despite operational commitments and large releases, reductions and economies took precedence. In a very short while the R.N.V.R. Signal Officers had been replaced by Chief Yeomen, and most of the W.R.N.S. had disappeared. The Fleet suffered particularly heavily, a fleet destroyer being very much depleted to a complement of one senior and two junior ratings in both the W/T and the V/S departments. Civilian employment then had a boost and the staff Signal Boatswain donned a brassard marked "Foreman" and had his work cut out interviewing hundreds of ex-Army signalmen, R.A.F. T/P operators, and young ladies of all shapes and sizes. Efficiency naturally suffered a little from these rapid turnabouts and on one occasion a signal was circulated as "Unnecessary Routine"—with

which the Chief of Staff heartily agreed! The traffic at that time was in the region of 800 a day.

In September, 1946, the Commander-in-Chief hoisted his flag in H.M.S. *Liverpool* and led the Fleet to sea on its first post-war cruise. The fleet regatta was held at Argostili and commentaries on all the races were broadcast from a motor-boat and relayed to the ships on their S.R.E. systems. The success of this cruise, however, was marred by the *Volage* mining. The Duty Commander at that time had to keep his watch in the 2 x 4 S.D.O. and some beautiful braces were displayed by the C.S.B. on the flag deck.

The year 1947 saw another chapter written in the bloody battle of Semaphore versus Light, and semaphore appeared to gain a lot on light. Complements cuts in ships were partially restored and full-scale exercises were carried out during the spring cruise. *Liverpool* with her two escort destroyers represented the Mediterranean Fleet in the Combined Fleets Recreational Competitions. They acquitted themselves well, adding to the long run of successes of pre-war days. Mediterranean Signalmen were interested to note that whilst they employed all forms of V/S in addition to R/T, the only V/S signal seen in the Home Fleet was the *preparative*!

The S.T.C. had by this time been recommissioned from reserve and was working to full capacity. Touch-typing was well to the fore and a new phenomenon was seen in the first Chief Yeoman Touch-Typing Instructor doing wonders as maestro of the gramophone.

In July, 1947, came the first summer cruise with successful attempts to key Malta ship broadcast from such far-distant ports as Istanbul and Sebastopol. All efforts to radio-control fleet flagship daylight signalling in Malta were, however, firmly resisted. In the second regatta, where the cock was shared between *Mauritius* and *Liverpool*, the Communications Cup went to the Fleet Flagship.

The second summer cruise of 1947 was so cut by economy that it was even called "visit to Western Mediterranean ports." However, units of the Fleet concentrated at Aranci Bay and carried out frantic envelope evolutions in which practically everything was done at once.

Living in Malta now is good, but prices are not cut to the size of the naval pocket. It is advisable for the benefit of those taking advantage of free passages for families to Malta to quote from a personal message from the Commander-in-Chief—

"Everyone knows there is a housing shortage in Malta, but the severity in causes may not be so well known. Malta was heavily and extensively bombed, and the normal building programme ceased during the war period. Although house-building and repairing is now going ahead, there is a world shortage

of equipment and of such materials as steel, timber and cement which is impeding progress. Furthermore, the population of Malta has grown during the war years due to a complete stoppage of emigration, which is proceeding very slowly now. This shortage makes it most difficult for any person now to find accommodation for his family; and even if he is so fortunate as to prove successful in his search, as some of the early comers were, it is almost certain that the standard will be much below that to which his family is accustomed and also very expensive. . . I earnestly counsel you to consider deeply before you arrange to bring out your family unless you are in the fortunate position of having secured accommodation that is both suitable in kind and requires no more rent that you should reasonably afford."

Today in the signal world the communication training and exercises are now in full swing and we are moving slowly towards that standard of efficiency of which the Mediterranean Fleet has always been so justly proud. Exercises are becoming increasingly competitive and, despite all amalgamations and marriages of convenience between the V/S and W/T side, the air is still filled with bunting as well as dots and dashes.

T.E.B.

GIBRALTAR

A theory exists that when no Rock apes are to be found on Gibraltar the British will no longer hold the Rock.

Coincidence or no, the authorities have recently reorganised the local ape population. Our hairy colonists now live in enclosed areas on the Upper Rock, where their welfare is closely watched, special encouragement being given to the increase of complement.

Although the Communicators of the Rock have certain things in common, they should not be confused with these pampered animals. Increase of complement, for instance, far from being encouraged, is frowned upon heavily. We have, however, been reorganised.

Originally, Rock W/T was on the southern end of the Rock at Europa Point. Records show that signals were exchanged between the United Kingdom and Gibraltar during the very first days of naval W/T. During the war the station was moved underground to a point far under the Rock. It was from the underground Gib. W/T that the great volume of traffic consequent on the North African landings in 1943 was handled. Transmitters were housed at North Front, also under many feet of solid rock.

In November, 1946, an underground station was considered neither desirable nor necessary. Likely sites were surveyed and an office in H.M. Dockyard was chosen to become the present Naval Signal Centre, incorporating all the port's communication facilities in one building. Since the end of hostilities the number of lines manned had slowly reduced until, at the

time of moving from under the Rock to the present office, eight lines were manned. Two of these lines were soon lost to Cable and Wireless. "GYW" on 500 Kc/s and its associate working frequency manned by naval telegraphists, became "ZDK" manned by Cable and Wireless. Remaining were a fixed service to Whitehall (RTT), Gibraltar ship broadcast and four ship-shore frequencies. These we were quite content to hold down, but as a temporary arrangement to economise man-power, all the ship-shore frequencies and the never-ceasing Gibraltar ship broadcast are not now manned. All that remains is a port wave and the fixed service with which to serve you when the fortune or misfortune comes your way to visit Gibraltar. Many Communicators must have heard the voice of "GYU" passing to or returning from their stations. The voice is still heard, even if it is rather subdued at present.

Living accommodation for the whole of Gibraltar's Communication ratings, with the exception of the transmitting station at North Front and Windmill Hill Signal Station, is now centred in R.N.B., Gibraltar (H.M.S. *Rooke*).

Finally, to all ex-Rock scorpions we extend our best wishes; and to all who will see us in the future, greetings and welcome to the Rock.

N.J.Sw.

THE SOUTH ATLANTIC

Like everywhere else we are feeling the acute shortage of "Bods." The Cruiser *Nigeria* is our Flagship and will shortly be going home to recommission. The *Actaeon* and *Nereide* complete our "active" fleet. We have four destroyers refitting at the moment.

The "nerve" of the station is, of course, the three W/T stations, Cape East, Cape South, and Slangkop. Cape East and Cape South are transmitting stations and are kept pretty busy with Service and commercial traffic. Service 12 is our A/T link with home.

To the uninitiated in the geography of the Cape, as I was on arrival, the three stations are widely separated. Cape East is twenty-nine miles from Simonstown, out on the Flats, towards Kuilsrivier, approximately twenty minutes from Mowbray, on the main line to Capetown. Cape South is a landmark, on the hill above Simonstown, and not a nice easy walk except for those with a leaning towards mountaineering.

Slangkop is the other side of the hill, or mountain, near Kommetje, most accessible via Fish Hoek, a distance of twelve miles, but there is a nice drive round the Cape Road, via Redhill, which adds five miles to the journey. Slangkop is our receiving station and is maintained by the Post Office.

Communications Lieutenant G. Knight, R.N. is the O.C. W/T Stations, and Mr. Marsh, C.E.O. (R.), R.N. is the Shore Stations Maintenance Engineer in addition to being P.R.O.

The Port Radio Base in East Yard is kept busy these days and feels the manning shortage acutely,

The S.T.C. Klaver is in the process of being modernised and is a nice healthy spot for weary Communicators who desire to improve their knowledge in a course. Of course, there *are* a few snakes.

For "Hams," ZSIGV, in the Port Radio Base, is "on the air" looking for G3BZU and any other Communicators.

A. J. M.

PACIFIC

H.M.S. LONDON GOES EAST

Of the more recently created flagships, *London* has passed her ordeal by water, and it is thought that a small account of her activities to date might be worthy of inclusion in your columns.

A passage from home to Hong Kong may be written "diaretically" as:—

10th September.—Sail from Sheerness.

11th September.—Call at Spithead for D.G. & D/F.

14th to 17th September.—Arrive at and leave Gibraltar.

20th September.—Arrive Malta and commence work up.

8th October.—Sail for Suez and Aden.

16th October.—Arrive.

25th October.—Arrive at Trincomalee.

31st October.—Arrive at Singapore.

11th November.—Arrive at Hong Kong.

Prosaic and uninteresting? Possibly!—so to garnish it with a touch of sociability:—

Honk 1.—Versus Gib. W/T. Results indefinite due to immaturity of the away side. Venue—North Front.

Honk 2.—Versus C.-in-C., Med. Ashore, plus Lascarus, *Woolwich* and Med. Fleet Cruisers refitting. Again inconclusive, *London* showing signs of wear after third round.

Honk 3.—After climatizing in Canal and Red Sea, own side feeling perky against local natives after second and return game.

Honk 4.—Outstanding ability shown by the now-weathered adolescents.

Honk 5.—Gallant display against most comers at the court of "THE VOICE" (Suara W/T station). Some slight absenteeism due attraction of Singapore town.

Honk 6.—Considerable agility displayed over the "Peak," under Wanchai and in Kowloon, sweeping past (with honours) S'cutters and Kai Tak.

Came "Klistmas" and its further opportunities for refreshment of mind, for enlarging spheres of activities and for the severance of domestic ties on board, which enabled the Communicators to branch out separately in the realm of sport and thus become a menace to be dealt with in the ship.

From the Far Eastern Flagship, Good Cheer. We may have something of interest to say next time.

B. M. F.

The minelaying cruiser *Manxman* and the cruiser *Gambia* have returned to the United Kingdom from the Pacific.

* * *

With 240 cadets on board, H.M.S. *Devonshire* sailed from Plymouth on 16th January for the Spring Training Cruise to the West Indies.

* * *

H.M.S. *Birmingham* helped to make history during January. She took part in the ceremony heralding the independence of Burma at Rangoon, and disembarked the retiring governor, Sir Hubert Rance, and Lady Rance at Colombo. She then visited Madras, being the first major unit to reach the port since India became a Dominion. Her visit coincided with that of Their Excellencies The Governor General and Viscountess Mountbatten. She sailed for Calcutta on 4th February.

TYPES WE DEPLORE—1

A smart S.D.O. type from Mafeking

Made all the halls of the N.A.A.F.I. ring

With indignant accounts

Of colossal amounts

He had made, not by routing, but trafficking.



A Survey of Naval Communications

3. THE DEVELOPMENT OF VISUAL SIGNALLING

The invention of the cannon in 1346 made an important addition to the methods of signalling.

The first English Instructions for the Conduct of the Fleet were issued towards the end of the fifteenth century, and signals to convey these instructions were made as follows. Flags of a certain colour, such as the White Ensign, Blue Ensign, red, white and blue flags were hoisted singly in a certain position, such as the masthead of the fore, main, mizzen, and at the peak. Hence, according to the flag and the position at which it was hoisted, so its meaning was understood. It appears that these signals related solely to the manoeuvres of the fleet or squadron, and so were few in number. This system was improved later on by the addition of other flags and positions. For example, if ships were required to station themselves off the port bow of the flagship, the signal would be hoisted at the port yardarm of the foremast; similarly, if required off the starboard quarter, the signal would be hoisted on the starboard side of the mizzen yardarm. Flags were used by day, lights and occasionally guns were used at night; but whenever possible orders were still communicated by hailing or else by sending the message by boat.

Night signalling had been carried out from earliest times and signals had been made by displaying beacons or torches. An early instance of beacon-signalling is found in the book of Jeremiah vi, in his call to the people of Benjamin to kindle a fire signal on one of their mountains: "Set up a sign of fire in Bethhaccerem; for evil appeareth out of the North and great destruction."

Again, these fire signals are also mentioned in the literary remains of ancient Persia, Palestine and Greece. They were made by kindling piles of wood on the tops of lofty mountains and keeping the flames bright by night, or by having the fires so covered as to emit dense smoke by day. There were various preconcerted modes of exhibiting the light or smoke, so as to indicate the nature of the intelligence. Thus an Act of Parliament of Scotland in 1455 directs that one bale on fire shall be a warning of the approach of the English *in any manner*, two bales blazing side by side that they were *coming indeed*, and four bales that they were coming *in great force*. Other messages were conveyed by people standing in front of the fire in different attitudes and at different altitudes. In England the beacons were kept up by a rate levied on the counties, and had watches regularly stationed at them, and horsemen to spread the intelligence during the day if the beacons could not be seen. They were most carefully organised when the Spanish Armada was expected.

In about 1530 matters were improved by the addi-

tion of two more signals. These were a recognition signal and a signal drawing the attention of ships to the Admiral's motions. Nothing appears ever to have been done without calling a council beforehand—even at sea and prior to action. In later times Nelson himself was a great supporter of doing without signals during an action. At Trafalgar he made but two signals. One was his famous signal or message, and the other was a signal to engage the enemy more closely. This is a striking contrast to the Battle of Jutland in 1917, when no fewer than 257 flag signals were made in the Battle Fleet and the Battle Cruiser Force during a four-hour period—an average of just over one per minute.

When the Admiral hoisted a red flag to the foretopmast head the fleet understood that each ship was to engage the enemy next to it. When in distress they were to wheft (flag stopped together at the head and middle portion and slightly rolled up lengthwise) their Ensign.

In 1653 Blake introduced a scheme and utilised the five most prominent points on his ship for flags. These related to the manoeuvres of the fleet or squadron, and numbered about twenty-five separate signals. He issued no signal books, nor were there any signalmen—the signals and instructions had to be memorised.

From early times directions had been issued from the Admiralty for the guidance of the Commanders of the Fleet, but no record of them had been kept. In 1655 the Duke of York, afterwards King James II, attempted to collect the most useful of them. One of these stated that when ships were to fall into battle order the Union Flag would be flown at the mizzen peak of the flagships, at sight of which the admirals of the other squadrons were to acknowledge it by doing the like. Again, when the Admiral would have the other squadrons make more sail while he himself shortened, a White Ensign was put on the ensign staff of the flagship. Another interesting instruction was issued in 1666: "When the Admiral makes a wheft with his flag, all other Flag Officers are to do the like, and then the best sailing ships are to make what way they can to engage the enemy, that so the rear of our Fleet may the better come up; and so soon as the enemy makes a stand, then they are to endeavour to fall into the best order they can." The Duke collected all these and in 1673 issued the Fleet with a book which may be claimed as the first Signal Book, a copy of which, is preserved in the Admiralty Library.

In 1705 the Fleet was definitely issued with a code called "The Permanent Instructions." With these went the flag to be used and the position it was to occupy on the masts. The British method of signalling had

always insisted that the colours used should be limited. The first essential was that the flag when hoisted should be instantly recognised. A red flag, a white flag, a blue flag, a yellow flag, and a Union Flag were the first five used. "One flag, one message," was the rule, and each flag bore a separate message according to where it flew. Thus, with five simple flags, and five hoisting points, twenty-five messages could be given. The original "Instructions" contained less than twenty orders and so this system called for no development for some time. A few of these instructions are appended:

No.	Fighting Instructions	Flag	Where Flown
I	Line ahead	Union Flag	Mizzen peak
IX	To go about beginning with the van	Union Flag	Fore top
X	To go about beginning with the rear	Union Flag	Mizzen top

XIII Battle	Red	Fore top
XVI Fill sails and carry on	Yellow	Fore top

When Admiral Anson was at the Admiralty in 1744-62, he showed how these "Fighting Instructions" tended to restrict the scope of the Admiral and destroy his initiative. He wanted to make the Admiralty injunctions more elastic, and to encourage the creation of new procedures. He therefore supplemented Blake's scheme and embodied his orders in "Additional Instruction."

When compiled, Vernon, Hawke and Boscawen were employed to test the reliability of Anson's improvements. For his services he was created Baron Anson of Soberton, in the County of Hampshire.

H. S.

(To be continued)



We have all heard the story of what happened when the engineer and the navigator of a ship swapped jobs for a time as the result of a bet. In the above pictures our artist has tried to depict the corresponding scenes on the flag deck and in the wardroom as a result of a wardroom challenge between the Signal Officer and the "Pay-Bob."

X III

(or HUSH! KEEP IT DARK)

Here on the shores of the placid Mediterranean, squabbling factions have ceased their playful bickering to stand silent and united at ominous rumbles reminiscent of war. A sinister whisper has turned grown men pale, and terror and confusion lie plain for all to see wherever a cryptic phrase is mouthed. Where does it come from? What does it mean? These questions lie unanswered on every ashen lip.

High above other men, beaten by the wind, aloof and terrible to see, there stands one alone. It is he who has struck fear into every heart. "X-ray one one one," he roars and his followers, rushing to spread this fiendish gospel, see no sign of quarter, no hint of weakness on that stern face.

Through all the awe-struck cities of the world the

mystic news is carried. Wherever it goes, however it comes, all tremble and know not what it means. Rumour fills the air—then counter-rumour—and more rumours. Is it an atom bomb? A new and ghastly gas? A secret agent? Scientists and diplomats shake their worried heads and refuse to commit themselves.

Alone in this confusion the British Mediterranean Fleet stands alert and calm. With no trace of emotion on their sun-tanned faces, men walk to their stations with heads high and hearts full. They climb to the loftiest points in their ships and there stand erect with hands dutifully crossed before them, heedless of the pounding of their hearts. They alone know the secret. They alone are prepared. They hold a thin, brown book in which a pencilled station entry lies:

"XIII. Semaphore only is to be used for V/S signalling between . . . and . . ."



DINK



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SECRET MESSAGE

Cryptography is an art which has been in existence for over 2,000 years. Its history is interesting, as the fundamental technique has not changed and progress has been along clearly defined lines. Developments have occurred in new, perhaps unorthodox, paths, but few of these have survived. As the skill of the cryptographers increased they were rendered useless, though many ingenious methods have been used in the past to prevent information falling into the wrong hands.

The basic requirements of a good cipher are three-fold. Firstly, it must be unreadable to an outsider, or at least take him so long to break that the information will be useless to him by the time he has solved it. Secondly, it must be rapid to construct and sufficiently simple to prevent the writer from making mistakes which might occur with a very involved transcription and substitution. Finally it must be simple and rapid to decrypt by those who know the system or key.

Disregarding such things as hieroglyphics which, when written, had no pretension to secrecy, one of the earliest records that we have of a cipher is the Spartan scytale. This was used between the Lacedaemonian generals. The messenger's belt was wrapped spirally around a stick and then the message was written on it. To decrypt, it was necessary only to wrap the belt around a stick of similar size and the message could be read immediately. This was more clever than it appears at first sight. It was common, in those days for the priests to write cabalistic signs on a traveller's belt as an invocation to Hermes to protect him on his journey. The messenger could then be given a parchment or tablet with a harmless message on it, and a belt whose real significance he did not know.

This message would appear on the belt as a transposition cipher. That is to say, a system in which the letters of the plain text are systematically disarranged. A simple example might be

ITCHAENSNIQGTNSAELE

(solution at end of article).

When you have solved this, here is another simple type of transposition cipher:

E D R K A B E R R
A T I N N D M E Y

There are, of course, many variations of this method.

Problem

The following is a transposition cipher:

T O O W O M W A M O C R I N P E A C
R R D T R O T O O W P S I S Y P X X
M O A N O R N D R R E E T H T T E X

The Greeks used a figure cipher which worked on the following system, which may still be used:

1	2	3	4	5	
1	A	B	C	D	E
2	F	G	H	I	K
3	L	M	N	O	P
4	Q	R	S	T	U
5	V	W	X	Y	Z

Each letter is indicated by two figures. Thus B becomes 12; H 23; Y 54 and so on.

52-23-15-33

22-42-15-15-25

32-15-15-44-43

22-42-15-15-25

This is a simple substitution cipher and it is very simple to break for anyone who has the most elementary knowledge of cryptography.

An original idea, according to Herodotus, was thought of by another Greek called Histiaeus. He was living in the Persian court, whence he wanted to send a very secret message to his son-in-law, Aristagoras, living at Miletus. Fortunately, he had a cross-eyed slave and, on the pretence of curing his affliction, shaved his head. He then wrote the message on the exposed area. It was now a simple matter to keep the slave shut up until his hair had grown again and, telling him that he must go to Miletus to complete the cure, send him to Aristagoras, who shaved his head again and read the message. From all accounts, this device was quite satisfactory to everyone—except the slave, who remained with his affliction—though it would be considered somewhat inefficient by modern standards.

SOLUTIONS

I cannot see the signal

Eat drink and be merry

When Greek meets Greek

*To-morrow and to-morrow and to-morrow
creeps in this petty pace.

*(Letters have been taken in pairs and written in horizontal rows, in the order 1, 3, 2 vertically.).

W. F. P.



THE TINKER
(after RODIN—a long way after!)

CORRESPONDENCE

STREATHAM, S.W.16.

To the Editor of THE COMMUNICATOR

SIR,

I have been handed a copy of your journal by my old C.S.B. whose memory is so short that he wants me to contribute to your pages. I must congratulate you on the most welcome thing that has come out of the Navy since myself, and I enclose a year's subscription. . .

I had no claim to distinction in the Service beyond the occasion when I dropped the AVO: and, though you would have to go far for a more solid brew of kye than mine, it was not universally appreciated. I was, however, grieved to see in your entralling pages no reference at all to the honourable Coder Branch of which I was lately a member, and which has, I understand, now fallen into desuetude. Is not there one sea-sick Sparker who gratefully recalls the ratings who were *not* tied to a bench and could therefore (under the direst compulsion) fetch and carry to ease him in his misery? Is not there somewhere a sadistic Jimmy ready to relive the experience of a Coder trying to give reasonable explanation of a slack hammock? Is the Service memory so short that the diversions provided by the most graceless of pale-kneed sprogs that ever wore blue-jeans upside down are all so soon forgotten?

I am inclined, however, to doubt whether an account of one's naval adventures is likely to thrill or impress the rest of the Communications world; and as for a technical survey—well, our ignorance must ever be concealed beneath a cloak of deepest secrecy. I wonder if my colleague is still alive who thought that the crossed flags and letter "C" of our badges meant "Cooks for Buntings": I should like to tell him how right he was!

The majority of your subscribers may find it hard to believe, but there are times when one yearns for the life of yesteryear. One comes across an old white cap or the peroxide collar that wasn't even good enough for this year's Guy, or a photograph of self in an ill-fitting pair of white shorts or inadequate bathing-trunks, and one sighs for "those days" with the happy contentment that comes with the assurance that they will not return.

With renewed congratulations and good wishes in your enterprise. I have the honour to be,

Sir,

Your obedient Servant,

H.D-M., Coder, R.N. (Ret'd.)



GLASGOW, W.3.

To the Editor of THE COMMUNICATOR

SIR,

Whilst writing may I ask if more news of Chatham and Guzz could be published. For instance, does the Devonport Signal School continue to get along with-out Samuel George?

Yours faithfully,

D. M.

THE ART OF SHOOTING

BY A DISILLUSIONED BEATER

This business of shooting must be carefully planned. The team should consist of a large shaggy dog, a few cheerful, hearty types armed with guns and a bevy of beaters. The last item is important because most of the entertainment value lies here. You should select a person of neatness and respectability, such as a Wren Officer, and persuade her, with honeyed words and much flattery, to dress up in old football gear and other unusual garments. You should then lead her out into the pouring rain and make a start in some thorny thicket, preferably with a muddy stream or open sewer leading through it. You then encourage her to belabour the trees until she is a sodden wreck, taking care to avoid a shower-bath yourself by standing well back. The fun can be augmented by making witty remarks about the New Look, or rain-water as an aid to complexion. Anything which falls to the guns is put into a long awkward sack, which she has to carry, and she will then trip and stumble through the undergrowth collecting scratches, bruises and even more water. Watch carefully for the breaking point and lead her home for tea when she is on the verge of collapse. Congratulate her, promote her Qualified Beater (3rd class) and put her on one side to recover.

WELL-WELL!

1998

Quality

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TELEGRENUNCIATA

My cathode ray oscilloscope
Has been returned to store,
So pass my Lenz-less telescope,
A flag, a block, a hank of rope,
And let me feel I have to cope
With things within my mental scope—
That, persevering, I may hope
To know what they are for.

The erg, the coulomb and the joule,
The oersted and the dyne,
And Kirchhoff's Law and Fleming's Rule,
The proton and the molecule
Are no concern of mine.

My fevered fancy need not dwell
On Pi, and Omicron
And greater minds must weave a spell
Around the mystic decibel,
The neper and the phon.

What axioms old Euclid wrote
I neither know nor care.
The exponential asymptote
And Tungsten's thoriated coat—
They are not my affair.

No longer shall I have to chase
The elongated "S,"
And should some rabid zealot trace
A sine log. to its octal base,
It could not matter less.

The fickle Phi, the constant K,
I hated and forgot,
So, also, Operator J,
So Henry, Ohm and Faraday,
So Volt, so Amp—so Watt.

The triode-heptode's second screen,
The octode's velogrid—
I do not care a single bean
For what (if anything) they mean:
In fact, I never did.

For all the snags of RadiO
Are now ElectriCAL.
I stood and cheered to see them go,
I watched the scattered units grow
To cohorts and platoons, and so
In surging flood, in swelling flow,
To massed battalions, row on row—
The countless things I didn't know,
Thank God, and never shall.

TOPICS OF SIGNAL
IMPORTANCE

The news that Britain is to dispose of five capital ships—the battleships *Queen Elizabeth*, *Valiant*, *Nelson* and *Rodney* and the battle-cruiser *Renown*—has been received with feelings of regret in naval circles in all parts of the world. The Admiralty has been forced to the conclusion that, even if we could under present-day conditions afford the man power and the money that would be entailed in keeping them in reserve, they would be of very little value in any future war.

* * * *

The First Lord of the Admiralty announced that the new system of entry into Dartmouth has been designed to ensure that no boy is prevented from competing by reason of his social status, school, or financial standing. The decision to change the system of entry is no reflection upon the success of the present system. Officers of the Royal Navy have stood the supreme tests required of them and have served their country with great distinction.

* * * *

Admiral Sir E. Neville Syfret, K.C.B., K.B.E., struck his flag in H.M.S. *Duke of York* at Portsmouth on 7th January in handing over the command of the Home Fleet to Vice-Admiral Sir Rhoderic McGregor, K.C.B., D.S.O.

* * * *

H.M.S. *Sheffield*, in company with the sloop *Sparrow*, visited Nassau and Havana during January.

* * * *

The British Radio Component Manufacturers held their fifth annual exhibition in Grosvenor House, London, from 2nd to 4th March. Its object was to acquaint radio and electronic engineers, manufacturers and research technicians in all parts of the world with the latest advances in design and development of components and materials used in their production.

* * * *

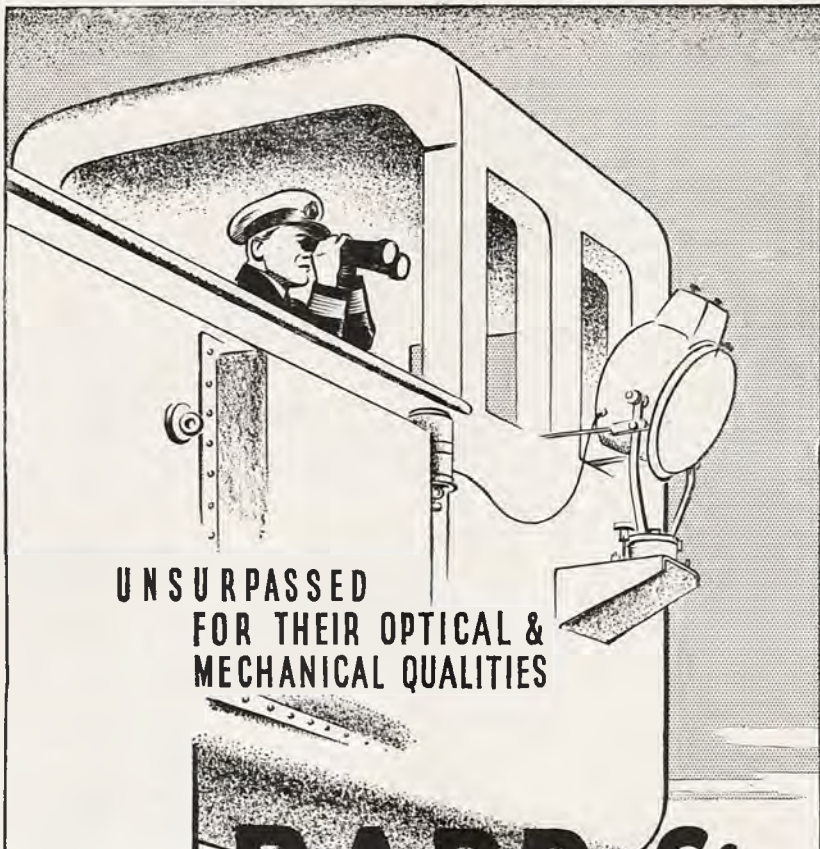
A scheme has been inaugurated under which Admiralty scientists are given sea experience. Six scientists were present recently at manoeuvres from Portland.

* * * *

The first craft to be powered by a gas turbine has been taken to sea by the Royal Navy. It is H.M. Motor Gun Boat 2009, a 110-foot, triple-screw craft. The gas turbine represents a big saving of weight and space, and may introduce much improvement in small-ship performance.


* * * *

The light aircraft carrier H.M.S. *Magnificent*, which has been completed at Belfast, has been undergoing trials. She is to be commissioned for service with the Royal Canadian Navy.



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LETTER FROM THE SULLAGE HORSE

MANURIAL TOWERS,
COWPLAIN.

To the Editor, THE COMMUNICATOR

SIR,

I was delighted the other day to receive a Nautical Valentine from one of my admirers amongst the Wrens at Leydene, probably one of the many who in the old days asked me on the quiet for a ride on the sullage cart.

It often struck me as a pity that horses were not allowed in the W.R.N.S., particularly as I knew a most suitable little chestnut filly, Buttercup by name, who was most anxious to join up with the M.T. team at Leydene. She would have done much, I am sure, to relieve the "one-horse look" which my inevitable appearance with the sullage cart must have occasioned, though she was a little disturbed at the difficulty which would have arisen with her blinkers if the order "Down chin-stays" were given at Divisions.

My friend the Local Fox has sent me a highly coloured account of the latest escapades of the Staff Shoot. We have always known that the party dressed

in a manner calculated to frighten the birds to death as a successful alternative to using the guns, but the latest manoeuvre, in which one of the party turned out as a female scarecrow, apparently put my friend the Local Fox completely off following them round the whole way as he usually does for his Saturday afternoon entertainment. He complains that he could not help staring, which nearly cost him his life.

I believe, sir, that by advancing my week-end gardening to Friday afternoon, before my weekly talk "Straight from the Horse's Mouth" to the local Dumb Friend's League, I could undertake to lead the beaters for the shoot in a manner worthy of the high traditions of Signal School. It would necessitate my wearing my plus-fours and best forage-bag, as I do not feel disposed to use my new demob. suit against the sartorial background which appears to characterise the shoot. I could probably also prevail upon the Local Fox to undertake to retrieve any game that fell to the guns, if this were thought desirable.

With best wishes to the friends of my high sullage days.

I am,

Most truly one of yourselves.

G. G.,

Sullage Horse. R.N. (Retired.)



Make the wisest of decisions—No pontoon before divisions!

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The 'Eddystone' SEMI-AUTOMATIC MORSE KEY

This is a most outstanding production, totally enclosed in a streamlined die-cast housing finished in fine ripple black with chrome relief. This key has a *really beautiful movement* and is fully adjustable to enable the operator to make full use of the wide range of speeds provided. The handle has been designed to give equal facility to right- or left-handed operators. A short-circuiting switch is fitted to the base which is a heavy diecasting, provided with rubber feet and holes for screwing down.

No. 689 - - £3.17.6



The 'Eddystone' VIBRATOR POWER UNIT

This unit has been designed to permit operation of the "640" receiver from a 6-volt accumulator—or any other equipment, the H.T. consumption of which is not more than 65 mA. It comprises a transformer, fuse, non-synchronous vibrator, rectifier valve (6 X 5G), on/off switch, pilot light and filters to prevent R.F. interference. Smoothing is not included—the choke and condensers fitted in receiver perform this function. Heavy cable for connection to battery and lead terminating in octal plug for fitting direct to socket on the "640" receiver. Enclosed in ripple finish black metal cabinet. Consumption from a 6-volt battery (with a "640" receiver) between 5 and 6 amperes.

No. 687 - - £7.17.6

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AND THE BIRDS STILL SING . . .

Do you remember how you took the news of your last draft chit Signalman Derek Topping? And how, when it came to shaking hands with your old run-ashore chums you felt quite a lump in your throat? That scene returns to your mind so vividly that you can almost feel that warm hazy glow and "friends-with-everybody" feeling produced by the tots of well wishers—the screaming, wheeling gulls fighting over and around the boom, the crazy ladder down which you were helped by the cox'n, over the ship's side.

Then the strange sensation of arriving in H.M.S. *Mercury*. As though by a sudden wave of the fairy's wand—transplanted from the screaming gulls, and the dull moan of the surf—to quiet pastures of Hampshire, the solitude of the woods, clean smell of the pine and soft breezes, together with the far-off call of the cuckoo, and the liquid tones of the nightingale.

Have you not lingered for many months in these Elysian fields—the pleasant pastures of Leydene—respected as a man of integrity; a gallant escort of Wrens and fair blue-overalled N.A.A.F.I. girls? Could anything disturb this peace which belongs to your little world?

But soft, we are observed! Harken to the shrill note of the Bo's'n's call!

"Signalman Derek Topping report to Section Two Divisional Office—Signalman Derek"
Can it be that the cruel blow has fallen? The world it seems has fallen down about thine ears. The breeze has dropped to a shocked whisper. Fledgling sparrows, squabbling merrily in the eaves a moment ago, have ceased to fight. Even the bees have disappeared within the long lush grasses; and the silver birch and the fir are silent and still. Do they too, know the thing that has happened this day?

This pounding of blood in the head, the deep empty feeling of sickness in the heart! Visions of coral beaches, deep blue of the Mediterranean, hot white sun over the Indian ocean, waving palms—flash in kaleidoscopic confusion before the tired eyes. The clean smell of the pine gives way to the soft scent of the sandalwood.

But come then, draw thyself into trembling attention, this thing must be seen through to the bitter end! Set course straight and true for the sliding window of Section Two Divisional Office. Heed not the jeers of thine enemies, nor the playful taunts of thy friends. Then fling wide the door masterfully, yes, go on!—knock loud and sharp upon the wooden screen which bears above it the legend—SECTION TWO—. Bear thyself bravely in the eyes of thy fellow men, for they shall say when thou hast been borne away to the far-flung outposts of the Empire, that this was thy finest hour.

Then speak thy piece as up slides the plywood square—"What is my destination, Chief?"

The face on the other side moves, eyebrows raised—as though in surprise. The voice, gruff but not unkindly—"What name?" "Derek Topping—Sig." "Ah, yes—a new job for you son—Baggage Store—brown card."

The window has fallen—but thy heart, has it not risen? The sun is peeping out through the white clouds, and the sunbeams are dancing, curvetting gaily along the beams of the Divisional Office roof.

Harken to the symphony of the countryside, the delicate blending of the liquid tongues of the nightingale with the far-off call of the cuckoo! Signalman Derek Topping, thou art still free to wander through the enchanted woods and over the broad Hampshire Downs, and outside the birds still sing . . .

TOMSIG.

SONNET OF ENGLAND

Where swift the crystal brooklet flows,
Beneath a burning azure sky,
Where soft the breath of summer blows,
Warmed by the heaven's burnished eye.
Or where the herd, contented, lows,
Sleepy, in the velvet shade,
Where, wild yet tender, flaunts the rose,
With scent that sweets the airy glade.
Or where like flutt'ring restless bows
Flit butterflies; or where the bee
Drones in the dapple-flecked hedgerows.
All this is England: this is free;
For in our fields and on our lives
The precious flower of Freedom thrives.

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"Yon Cassius hath a lean and hungry look.
He thinks too much. Such men are dangerous."
(*Jul. Csr. Shakespeare*)

"They that be slain with the sword are better than
they that be slain with hunger."

(*Lam. 4. ix.*)

SOLUTION TO CROSSWORD (see page 52)

ACROSS—1, Steadily; 5, Tapped; 10, Lists; 11, Roughness; 12, Even; 13, Force; 14, Hear; 17, Mercury; 18, Repute; 22, Lagoon; 23, Witness; 26, Gash; 28, Start; 29, Finn; 32, Home Fleet; 33, Weigh; 25, Anchor; 34, Pantry; 35, Assessor.

DOWN—1, Silver; 2, Easter Egg; 3, Dash; 4, Larboard; 6, Ache; 7, Piece; 8, Disorder; 9, Quick; 15, Scoop; 16, Leans; 19, Up Spirits; 20, Flag Ship; 21, Disrates; 24, Steer; 27, Simon; 30, Afar; 31, Awre.



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H.M.N.Z.S. AMATUKU

Although the occupation of the island of Amatuku in the Ellice Islands will probably not go down to posterity in the same way as Rodney's epic of H.M.S. *Diamond Rock*, it was nevertheless one of the outstanding events of the cruise carried out last year in the South-West Pacific by H.M.N.Z.S. *Bellona*.

Bellona left Auckland on 7th July, 1947, and had been only two days at sea when a case of mumps developed. At first this looked like ruining the shore-going side of the cruise because the authorities are very strict about keeping the natives of the islands away from all kinds of infectious diseases. However, the mumps did not spread and our original programme was carried out. *Bellona* visited the Kermadec Islands and then Savu Savu and Suva, both of the latter being in the Fiji Group.

The next port of call was Funafuti, in the Ellice Islands, just two days' steaming north of Suva. After only one day there, mumps made a further attack on the ship's company, so quarantine had to be imposed. We weighed anchor and left the main island, anchoring again off a small island in the same atoll about four miles distant.

This island, Amatuku, was uninhabited, some three-quarters of a mile long and two hundred yards across at its widest point. It was promptly decided to "occupy" it. The Navigating Officer was put in charge, being variously styled "Resident Officer, Amatuku" and "Commanding Officer, H.M.N.Z.S. *Amatuku*."

Being part of a coral atoll, the island protruded only some twenty feet above sea-level. The ocean shore consisted of a bank of coral thrown up by the sea,

and the shore inside the lagoon of a very pleasant beach. The only vegetation on the island was coconut palms. The permanent staff under the control of the Resident Officer was made up of the Chief Boatswain's Mate, the Chief Cook, the Chief P.T.I., and two sailors. Also to be numbered amongst the permanent staff but not subject to the Naval Discipline Act were flies, mosquitoes and land-crabs. No sharks were observed, and bathing appeared to be safe. A type 66 W/T set was landed and was worked by the Officer-in-charge, a loud-speaker watch being kept on board continuously.

Under the tropical routine which was being worked at that time, the non-duty watch went ashore after dinner and amused themselves with the various amenities which had been organised on the island. These included sailing, swimming, water polo, rifle and revolver ranges, or just basking in the sun and taking life easily. A galley was set up ashore and tea and supper were provided. The non-duty watch were permitted to sleep ashore and a good number took advantage of this in spite of the unwelcome attention of the mosquitoes and land-crabs. Some slept in large Army tents which had been bought at Suva and others slung hammocks between the palm trees. Even a heavy tropical downpour one night did little to damp the ardour of the "natives."

The occupation of the island lasted for only five days and all were sorry when the time came to leave. At their next meeting the Canteen Committee passed a resolution thanking all those concerned in organising the amenities and making the short stay such a success, and it was with great regret that we left Funafuti and Amatuku on 4th August, bound for Rotumah to the southward.



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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
A. AITKEN	Lieut.	Ausonia	Promoted Lt. Cdr. 25.11.47
E. B. ASHMORE	A/Lt. Cdr.	Mercury	Promoted Lt. Cdr. 1.1.48
W. BATTY	Comm. Lt.	Tamar	Mercury
G. F. BARRON	W.C.O.	Triumph	Mercury
MISS E. G. BARNFIELD	2nd Officer W.R.N.S.	Scotia	President
C. G. A. F. BUTLER, D.S.C.	Lt. Cdr.	St. Angelo	Diadem
A. R. BARROW	Lt.	Seahawk	Mercury II
G. M. BENNETT, D.S.C.	Cdr.	Ajax	St. Brides Bay
S. W. BROOKS, D.S.C.	Comm. Lt. (Ret'd)	Ausonia	Released
F. G. BUNKER, M.B.E.	Comm. Lt. (Ret'd)	Pembroke for duty at Cookham Camp	Released
H. V. BRUCE	Lt.	Campania	Mercury for Long (C) Course 12.4.48
R. F. COLVILLE, D.S.C.	Lt. Cdr.	Mercury II	St. Angelo for duty in Naval Mission to Greece.
C. H. COX	Ty. A/C.C.O.	Mercury for Fort Southwick	To be released. (Granted War Service Rank of Ty. Comm. Lieutenant).
A. J. CONDON	C.C.O.	Mercury	Drake
D. M. C. CREASEY	Ty. A/C.C.O.	Mercury	Released
W. H. CLARK	W.C.O.	Sussex	Transferred to 'L' and appointed Collingwood for Course.
J. D. CROSSMAN	Capt. (L)	Mercury II	President
J. W. A. CROOKS	A/C.C.O.	Mercury	Placed on retired list. Granted War Service Rank of Comm. Lt.
L. G. CARR	Lt. R.N.Z.N.	Mercury for Long (C) Course.	St. Angelo
W. CRABBIE	Lt.	Peregrine for duty at R.N.A.S. Ford	Promoted Lt. Cdr. 16.1.48
C. L. CHAPRONIERE	A/C.C.O. (Ret'd)	Ferret	To be released
W. D. CLEWER, M.B.E.	Comm. Lt.	Mercury for duty at Fort Southwick	Placed on retired list and dispersed 5.2.48
A. G. V. COOKE	Ty. Actg. C.C.O.	St. Angelo	Placed on loan to R.A.N.
S. H. CADDY	C.E.O.(R)	Collingwood	Mercury for instructional duties
G. H. H. CULME-SEYMOUR	Lt. Cdr.	Rooke	Appledore
J. A. DODDS	Comm. Lt.	Mercury	Released
P. DAWNAY, M.V.O., D.S.C.	Capt.	President	President as Deputy Director of the Signal Division.
L. A. J. DEADMAN	W.C.O.	Resource	St. Angelo
P. DAVIE	Lt.	Sussex	President
D. O. DYKES	Lt.	Mercury for Long (C) Course.	Cleopatra
P. H. DRAYCOTT	C.C.O.	Terror	Mercury
A. V. M. DIAMOND	Lt.	Tamar	Mercury
A. DRISCOLL	Tel. Lt. Cdr. (Ret'd)	Lochinvar	Released
D. C. DOUGLAS	Lt.	Vernon	Mercury for Long (C) Course 12.4.48
J. W. DAUBNEY	Lt.	London	Mercury for Long (C) Course 12.4.48
W. G. C. ELDER, O.B.E.	Cdr.	Belfast	Mercury II
C. J. M. ELIOT	Lt. Cdr.	President	H.M. W/T Station Anderson
R. L. EDWARDS	Lt.	Feroeye	Transferred to R.N. 13.3.48 and appointed Victory
R. E. EVERETT	W.E.O.(R)	Mauritius	Collingwood
J. J. EARNEY	Ty. C.O.	Mercury	Released
J. M. A. ENNION	Lt. Cdr.	Lochinvar	Flowerdown
R. S. FOSTER-BROWN	Capt.	President	Vernon for S.O.T.C.

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Name	Rank	Whence	Whither
K. C. M. FLEETWOOD	Lt. Cdr.	Triumph	Naval Staff Course R.N.C. Greenwich
E. J. R. GODDEN	A/C.C.O.	Mercury	Placed on retired list. Granted War Service Rank of Lt.
F. W. GAYFORD	Lt. (A)	Daedalus	Mercury for Conversion Course
J. E. GRIFFIN	W.C.O.	Liverpool	Mercury
A. W. GARTON	W.C.O.	Victory	Mercury
L. L. GREY	Lt.	Triumph	Stag
P. W. W. GRAHAM	Lt. Cdr.	President for Naval Staff Course at R.N.C. Greenwich	President for Joint Services Staff Course, Chesham, Bucks.
R. H. HUGHES	W.C.O.	Vengeance	Excellent for Lieut's Course
E. W. HARRIS	Ty. A/C.C.O.	Implacable	To be released. Granted War Service Rank of Ty. Comm. Lt.
E. F. HUTTON	Ty. A/C.C.O.	Mercury for O.S.E.D. Funtington	To be released. Granted War Service Rank of Ty. Comm. Lt.
E. F. HABGOOD	C.C.O.	Triumph	Highflyer
M. HODGES, O.B.E.	Capt.	Victory I	Cardigan Bay
E. W. J. HILLIER	W.E.O.(R)	Mercury	Flowerdown
G. HOGGARD	W.E.O.(R)	Mercury	Flowerdown
L. P. HUBBARD	C.C.O.	Mercury	Pembroke
L. C. HILL	W.C.O.	Adamant	Transferred to 'L' branch. Collingwood for Course.
J. A. C. HENLEY	Cdr.	Mercury	President
E. W. HOLLIS	A/W.C.O.	Kenya	Transferred to 'L' branch. Mercury
W. HEAD	Comm. Lt. (Ret'd)	Mercury for Fort Southwick	To be released
A. D. HYND	Comm. Lt. (Ret'd)	To be released	Promoted Comm. Lt. Cdr. (Ret'd) 10.11.47
G. F. C. HOLLIS	W.C.O.	Ocean	Mercury
T. A. de V. HUNT	Lt.	Scotia	Seahawk
C. W. HARRIS	Ty. A/C.C.O.	Pembroke	Released
R. W. HUGHES, D.S.C.	Lt. Cdr.	Triumph	Mercury
C. J. HINES	Lt.	Leander	Mercury for Long (C) Course 12.4.48
W. S. HANDCOCK	Cdr.	President	Alacrity
J. B. R. HORNE, D.S.C.	Lt. Cdr.	Appledore	St. Angelo
W. L. IRVING	Lt.	Mercury for Long (C) Course	Euryalus
C. M. JACOB	Cdr.	President	Mercury II
S. A. J. JORDAN	Ty. W.C.O.	Rooke	Mercury
C. A. JAMES	Lt. Cdr.	Mercury	Superb
W. F. JOHNS	Comm. Lt.	Mercury	Placed on retired list.
H. JUKES	C.C.O.	Victory	Promoted Comm. Lieut. 2.2.48
J. R. JAMIESON, D.S.C.	Lt.	Mercury II	St. Angelo
J. S. KERR	Ty. W.C.O.	Mercury for Fort Southwick	Mercury for release
E. H. KITSON	Cdr. (Ret'd)	Flowerdown	To be released
J. KANE	Lt.	Mercury for Long (C) Course	Mercury for Fort Southwick
B. H. KENT	Lt.	Mercury for Long (C) Course	Mercury
F. D. KELLY	Lt.	Mercury for Conversion Course	Mercury II
L. S. LEGGOTT, D.S.M.	Comm. Lt. (Ret'd)	Mercury II	To be released. Granted War Service Rank of Comm. Lt. Cdr. (Ret'd)
A. E. LARKMAN	A/C.E.O.(R)	Glory	Collingwood
A. F. LAMBLE	Comm. Lt. (Ret'd)	Drake	Released
P. G. LOASBY, D.S.C.	A/Lt. Cdr.	Superb	Mercury
J. LAWN	C.C.O.	Mercury	Illustrious
G. A. MILWARD, M.B.E.	Lt. Cdr.	Sea Eagle	Rooke
R. L. W. MOSS	Lt. Cdr.	Terror	Glory
N. E. J. MASTERS	Ty. Lt.	Mercury	Released
A. C. MCCRUM	Lt.	Drake	Duke of York
J. A. MANN	Ty. Lt.	Malabar	Released
M. T. MARWOOD, D.S.C.	Lt.	Theseus	President
A. S. MORTON	Lt.	Mercury for Long (C) Course	St. Angelo

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S. S. MAYNARD ..	Ty. W.C.O.	Terror	To be released
C. P. MILLS ..	Lt. Cdr.	President	Reappointed on promotion to rank of Cdr. 31.12.47.
W. MAGORIAN ..	W.C.O.	Illustrious	Terror
W. A. MIGHALL ..	Ty. A/C.C.O	Drake	Released
O. F. MCGILLIVRAY ..	Comm. Lt. (Ret'd)	Pembroke	Released
F. D. MILLER ..	Cdr.	Lennox	Wave
J. B. D. MILLER ..	Lt.	Duke of York	Mercury for Long (C) Course
F. M. H. MILBURN ..	Lt.	Stag	Triumph
P. D. L. MILLIGAN ..	Lt.	Mercury	Resignation accepted 7.2.48
J. R. MIDDLETON ..	Ty. S.B.	Pembroke for Cookham Camp	Released
S. H. NORRIS ..	Lt. Cdr.	Mercury II	St. Angelo for duty in Naval Mission to Greece
E. A. NICHOLSON ..	Cdr.	Appledore	President
A. H. OWEN ..	Comm. Lt. (Ret'd)	Mercury as O-i-C O.S.E.D. Funtington	Release cancelled
J. S. K. ORAM ..	Lt.	Mercury for Long (C) Course	Zephyr for duty with 3rd Escort Flotilla
C. H. PAIN ..	Lt.	Bambara	Hartland Point
S. G. PRISMALL ..	Comm. Lt. (Ret'd)	Mercury	To be released
P. H. PAGE ..	Lt.	Rifleman	Fierce
H. J. PETERS ..	Comm. Lt. (Ret'd)	Mercury for Fort Southwick	Released
T. W. PICK, D.S.C. ..	C.C.O.	Montclare	Highflyer
H. PASLEY-TYLER ..	Cdr.	Mercury II	Mercury as O-i-C Fort Southwick
J. QUICKE ..	Lt. Cdr.	President	Placed on Retired List with rank of Cdr. (Ret'd)
A. E. RYAN ..	A/C.C.O.	Scotia	Mercury for Fort Southwick
A. M. RALPH ..	Lt.	Mercury for Long (C) Course	Pembroke for Cookham Camp
C. REED, M.B.E. ..	C.C.O.	Theseus	Mercury
I. G. ROBERTSON, D.S.C. ..	Cdr.	Saker	Consort
G. D. W. RAM, M.B.E. ..	Lt. Cdr.	Mercury II	Dolphin
C. STOKES ..	C.C.O.	Daedalus	Malabar
J. A. SHUTTLEWORTH ..	Lt.	Triumph	Promoted to Lt. Cdr. 1.1.48 appt. President
C. F. W. St. QUINTIN ..	Cdr.	President	Mercury
P. W. SPENCER, D.S.C. ..	Lt.	Mercury for Long (C) Course	Terror
R. G. SWALLOW ..	Capt.	President	Agincourt
E. E. SIMS ..	W.C.O.	Nigeria	Transferred to 'L' branch and appointed Mercury
M. R. SIMPSON ..	Lt.	Triumph	Mercury for Long (C) Course 12.4.48
R. SATCHWILL ..	Comm. Lt. (Ret'd)	Mercury	To be released
G. F. SHORT ..	A/W.C.O.	Appledore	Confirmed in rank with original seniority of 18.3.46
C. TITCOMBE ..	Ty. A/C.C.O	Scotia	To be released Granted War Service. Rank of Ty. Comm. Lt.
K. M. TEARE ..	Lt.	Feroeye	Transferred to R.N. 13.3.48 and appointed Victory
F. J. TOWNSEND ..	Ty. A/C.C.O	Wolfe	St. Angelo
J. R. G. TRECHMAN ..	Lt. Cdr.	President	Triumph
E. J. TIBBLE ..	W.C.O.	Bruce	Transferred to 'L' branch in rank of W.E.O.(R) Collingwood for Course.
K. A. TOWNSEND-GREEN ..	Lt.	Solebay	Mercury for Long (C) Course 12.4.48
E. C. THORNE, R.N.Z.N. ..	Lt.	Cook III	Mercury for Long (C) Course 12.4.48
B. G. VANN, D.S.C. ..	Lieut.	Drake	Appledore
J. M. VILLIERS, O.B.E. ..	Cdr.	Padstow Bay	President
R. F. WELLS, D.S.C. ..	Cdr.	Dolphin	President
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C. WILD A/C.E.O.(R)	Mercury II	Mercury
C. R. WILLIAMS, O.B.E. Cdr.	Mercury II	Tamar
A. G. W. WINTER Lt.(L)	Mercury	Victory as O-i-C Horsea W/T Station President
K. McN. WALTER Capt.	Mercury	Mercury for Long (C) Course 12.4.48
C. C. WAKE-WALKER Lt.	Lennox	

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 Lieutenant E. J. DEBU, Royal Indian Navy.
 Lieutenant V. A. KAMATH, Royal Indian Navy.

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 Lieutenant E. H. VAN REES, Royal Netherlands Navy.
 Lieutenant P. SLEVIN, Eireann Naval Forces.
 Sub-Lieutenant S. HELMY, Royal Egyptian Navy.
 Sub-Lieutenant J. A. LAGOMARSINO, Argentine Navy.
 Sub-Lieutenant J. M. ESCALANTE, Argentine Navy.

RECENT ADMIRALTY ORDERS

The following recent Admiralty Orders are of general interest to the Communication Branch.

- A.F.O. 4190/47—Introduction of the Warrant Communication Officer to replace the Signal Boat-swain and Warrant Telegraphist.
- A.F.O. 4255/47—Courses in H.M. Signal School for 1948.
- A.F.O. 4412/47—Renaming Communication Offices in H.M. Ships.
- A.F.O. 223/48—Boys may transfer from Continuous Service to Special Service Engagements.
- A.F.O. 421/48—Regulations for Re-entry after Dispersal but before Completion of Dispersal Leave.
- A.F.O. 472/48—The examination to qualify for Leading Signalman and Leading Telegraphist can now

only be taken after a course—except in exceptional circumstances.

- A.G.M. 668A of 21st Nov., 1947—No Further Extended Service Engagements may be undertaken after 30th June, 1948.
- A.G.M. 669A of 21st Nov., 1947—Ratings holding Temporary Rate but Not Recommended for the same Permanent Rate must be reverted.
- A.G.M. 723A of 23rd Dec. 1947—Cancels A.F.O. 449/47. There is now no Training Class at sea in Radio Theory, as preliminary to Advancement from Ord. Telegraphist to Telegraphist.
- A.G.M. 726A of 24th Dec., 1947—Calls for volunteers from Chief Yeomen of Signals for transfer to Aircraft Handler.

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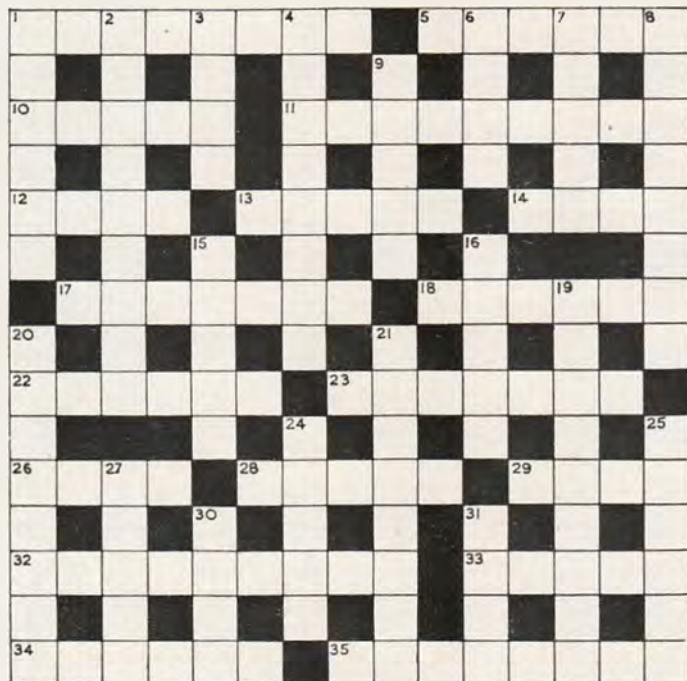
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COMMUNICATIONS CROSSWORD

(See page 40 for Solution)

Across—1, Tidy seal (anag) (8). 5, Signalled by a Telegraphist (6). 10, Apply 16 to a ship (5). 11, Snug shore, but the quality is not smooth (9). 12, Not odd at night (4). 13, Rough methods for the Church of England (5). 14, Repeated for agreement (4). 17, H.M. Signal School, Leydene (7). 18, Fame (6). 22, This enclosed area is no goal (6). 23, He saw it happen (7). 26, Nautically surplus (4). 28, The wrong point to stop (5). 29, Fishy

European (4). 32, The wrong ships for seeing the world (4,5). 33, 25, We don't use a pair of scales to do this (5) (6). 34, Add three points to the utensil for where it is kept (7). 35, Female donkey or calculator? (8).



Down—1, See 9. 2, Topical and needs no reconstitution (6, 3). 3, Three make 0 (4). 4, Left in the Navy for many years (8). 6, Found in a cheese dish (4). 7, Eight of this make money (5). 8, Apt anagram for dire rods (8). 9, 1 Rapid, precious and adds up to 17. (11). 15, Brings kudos to the journalist (5). 16, A famous tower does (5). 19, Would this pipe produce results in the graveyard? (2, 7). 20, Vessel for V/S ratings? (4, 4). 21, What one does to a Leading Seaman if 25 is taken away (8). 24, The right animal for the Coxswain (5). 25, See 33. 27, He was a simple soul (5). 30, A farthing will produce it (4). 31, One would expect to find disorderly wear here (4).

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