

THE COMMUNICATOR



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Nº 2

SUMMER
1948



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THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy

SUMMER 1948

■ VOL. 2. NO. 2. ■

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.



THE "SANTA MARIA"

On Friday, 3rd August, 1492, Christopher Columbus set sail from Palos in the small *Santa Maria*, attended by the two caravels, *Pinta* and *Nina*, the whole squadron comprising only 120 adventurers. This was the fruit of seven years' effort to interest patrons in his design to reach India by sailing westward.

On 6th September he left the Canaries, and five weeks later, when the courage and patience of his crews were sorely tried, he sighted land and set foot in the Bahamas. In visiting neighbouring islands the *Santa Maria* was wrecked, and, leaving a garrison of forty men in San Domingo, he returned to Spain, arriving on 15th March, 1493. He made two other visits to the New World, and died in Spain in 1506.

EDITORIAL

This Summer Number of the magazine has been allowed as far as possible to produce itself, with the minimum badgering of budding writers and artists to "do something." The result should be acceptable as a fair norm of what the Communications Branch is capable when left to its own initiative in the literary field, once the facilities have been provided. After this number, THE COMMUNICATOR will enjoy a change of Editor, and the succeeding pages of this issue may serve as an assessment of the inheritance of the "new boy."

It has been an enjoyable experience commissioning and working up the magazine to its present level—enjoyable and most instructive. To the new Editor—also a "Schoolie," of course!—the pitfalls may not yet be obvious.

It is time to ask all you Communicator types to keep your new Editor happy. Send him loads of material and don't shirk your establishment and ship responsibilities in this respect. Buy your own copy of each issue and see that your "oppo" buys his. Finally, do everything in good time so that the editorial function is not performed at the rush.

Before handing over the blue pencil and the Windsor type chair to our relief, we have a few important acknowledgments to make.

On page 3 are listed the names of the happy band

of pilgrims who do all the work for this magazine and get little of the praise. It would ill-befit the present Editor to retire from his chair without recording his deep appreciation of the highly competent manner in which all of these voluntary helpers have performed their allotted tasks. The unflagging toil of the Assistant Editor, the financial wizardry (always to our advantage!) of the Treasurer, the care and skill of the Art Editor and the cheerful efficiency of our Secretary are the factors which have made the magazine go—and not, as one senior (C) officer remarked, the fact that there isn't a Signalmán amongst them!

We are conscious too of what THE COMMUNICATOR owes to its Business Manager, who, although he does these things for a living, has taken great pains to assess correctly the requirements of the Communications Branch, Royal Navy.

Behind all this, of course, there are the benevolent encouragement and support of High Authority, without which all our labours would be in vain.

Finally we would bow towards our contributors, particularly those who have featured regularly, many of whom, surprisingly enough, do not wear uniform, although of course they are connected with Naval Communications.

Good luck to THE COMMUNICATOR and to the worthy Branch which it serves!

VALETE



On 26th April, 1948, H.M. Signal School, Leydene, said good-bye to Captain C. L. Firth, D.S.O., M.V.O., R.N., on his appointment to H.M.S. *Vernon* (additional) for S.O.T.C.

Captain Firth joined H.M.S. *Mercury* on 3rd January, 1946, and served as C.S.S. for two happy years.

The good wishes of all of us go with him in his present and future appointments.

He was relieved as C.S.S. by Captain J. H. F. Crombie, D.S.O., R.N., who joined Signal School from H.M.S. *Vengeance*.

Now it can be told

THE ADMIRAL SAID "YES"

(Reprinted from the "News Chronicle" of 4th June, 1948, by kind permission of the Editor)

The Admiral has retired. So now it can be told; the war-time story of how I—and my brother—once "bounced" the Admiral.

And not only the Admiral, but his staff, the captains of two ships, and, worst offence of all, the Commander-in-Chief of the South Atlantic Station himself. It was like this.

I was the captain's office writer in the cruiser in which the Admiral flew his flag when he led some of the famous Malta convoys. My brother was an ordinary signalman in a corvette. And, when I say ordinary, I mean ordinary, because until his wife became a Wren and put up her hook he had no ambition to advance in the naval scale.

I didn't know where he was, and he didn't know where I was. Such were the "exigencies" of the Service.

Then, one day in the summer of 1941, after surviving—with the Admiral—a noisy trip to Malta, we sailed down South for a respite at Capetown.

We called to refuel in Freetown and there, sitting in harbour, was my brother's corvette with my brother aboard, experiencing life in the raw with a vengeance.

* * * *

In the Navy there are always men in big ships who tire of the "flannel" and want to be in little ships and men in little ships who, having had enough of sharing two knives and forks with forty people, long to go to big ships.

So it wasn't too hard to find someone in the cruiser who would swop with my brother in his corvette. He had, of course, to be equal in rate and rank and efficiency and character and service . . . equal, in fact, in almost everything but the colour of the hair and the eyes.

There was not much time in which to do the "good big brother" act, but at first things seemed to be going well.

Then the difficulties began to pile up. Firstly, in accordance with the rules and regulations laid down by their Lordships of the Admiralty, the application had to be initiated by the captain of the corvette. He after all was junior to the captain of the cruiser, and, although they might be the best of friends at gin time, swopping signalmen was a much different matter.

And the corvette skipper seemed to have no particular desire to be rid of my brother, working, no doubt, on the principle that the known evil—even with signalmen—is better than the unknown.

When that obstacle had been overcome the approval of the Admiral in the cruiser and the approval of the Commander-in-Chief had to be obtained. It was truly amazing to find how interested captains and admirals could be in what became of you when all the time you thought you were of less importance than the ship's cat.

It was, of course, hopeless. And despite all my pes-



tering of the captain's and admiral's secretaries, whose patience wore thinner and thinner and whose language grew more and more un-officer-like as the day wore on, we sailed away to Capetown and my brother was left behind.

I remember him telling me later that he rose early to watch us leave harbour and sat on the forecastle—perhaps with tears of anger and disappointment in his eyes—watching his chance of a "big ship" vanish in the morning mist on the horizon.

* * * *

It seemed too good to be true to call at Freetown again on the way back, if only for a few short hours. But we did.

Hardly had we dropped anchor than a signal came from the corvette—one junior captain to one senior captain—asking "what about swopping these signalmen . . ." not in those words, of course, but that's what it meant stripped of its naval pomposity.

Within minutes I was active again. The secretaries were pestered once more, signals flashed here and there, papers were exchanged, the man with the longing for little ships packed his bags and drank "tots" all round the mess.

* * * *

At the last moment I almost failed. The captains had approved, the Admiral was willing. Even the Commander-in-Chief had sent a pleasant little message saying he'd be delighted to grant the wishes of two ordinary signalmen.

But the sea-dutymen were fallen in before I got permission to send off a boat across the harbour to exchange the "bodies," and it was touch and go whether the Commander would not, with a final word,

ruin all the intricate plan.

The commander was human. The boat pushed off and we were moving out of harbour, when it returned and was hoisted aboard with my brother and his kit inside.

His first words when he touched down were: "How on earth did you do it?"

I was mystified.

"But your old man sent us a signal," I said.

His face was a picture of dismay.

"He didn't! I sent it!"

He hadn't meant to cheat. He was an honest kid. And how was he to know that our bunting-tosser wouldn't realise that the signal was intended from one rating to another, who happened to be his brother, warning him to get cracking?

MAURICE FRANKLAND.

GEMS FROM TECHNICAL LECTURES

1. "In messages transmitted by this system, we were unable to detect any undetectable errors."

2. "At the receiving end, armies of Wrens were busy carrying away baskets full of undetectable errors."

3. "Remote control of shore transmitters is very useful, because operators don't like living too far from cinemas and pubs, whereas transmitting aerials do. Of course, you can't help the maintenance people's likes and dislikes."

A. R. J.



THE "BALFOUR"
TRAINING AID.

LET'S TALK SHOP!

Touch-Typing

This heading appears early in the article because we want you to realise the importance of the subject. The ability to touch-type, whether you are taking down a Morse or a voice transmission, copying a signal, or operating any form of keyboard, not only affects the efficiency of communications but also, from 1st July, affects your advancement and hence your pocket. As already promulgated in past A.F.Os. and now further emphasised and elaborated in A.F.O. 1751/48 and A.F.O. "S" 83/48, touch-typing becomes a compulsory qualification for advancement on 1st July, 1948. As a temporary measure and in case opportunities for learning touch-typing have not been the same for all, anyone who fails in typing but passes in all other subjects in an examination will have three months grace in which to work up his typing, without being penalised—but read the "S" Order for the details.

In order to ensure that lack of typewriters is not causing difficulties, the Admiralty have asked Commanders-in-Chief to make recommendations of revised numbers of machines required in each class of ship if those at present supplied are inadequate.

Ship-shore Communications

In the last issue of THE COMMUNICATOR an article under this heading referred to the low standard of Morse operating ability at present generally obtaining. On a visit to Burnham Wireless recently, we were told that they think there is a *slight* general improvement in the standard of operating. There was plenty of room for it, so don't feel self-satisfied—there is still a long way to go.

Results of Recent Courses at Leydene

The results of recent P.O. and Leading Telegraphist courses at Leydene have shown that candidates are devoting too much of their time to Theory and Technical and not enough to Cryptography, Organisation and other subjects. This may necessitate further reductions in the amount of Theory taught, but it is emphasised that Cryptography, Organisation and Procedure are the important subjects now. When the Electrical Branch are fully up to strength, all that we shall need to know about Theory and Technical is enough to operate our equipment efficiently, what frequencies to use and when we can use them.

Communication Wrens' Training

The number of Communication Wrens under training at H.M. Signal School continues at its maximum level of over 100 Wrens and shows no signs of any substantial reduction before September. Courses in progress at the moment include one L/Wren Telegraphist (Q) Class, four New Entry Telegraphist Classes and three Signal Conversion Classes.

Signal officers of naval air stations will doubtless be glad to know that all Signal Conversion Courses should be completed by the autumn.

In support of the theory that "doing the job" is of far greater value than any amount of lectures, one Signal Conversion Course is being lent to F.O., Submarines, for the duration of his summer war for cryptographic and M.S.O. watchkeeping duties in the A.C.H.Q. at Londonderry.

In order to give Wren Telegraphists the opportunity of knowing what it feels like to be "the chap at the other end," we now try to arrange for all new entry classes to get in one day sea experience during their training. Thanks to the kindness of H.M.S. *Boxer*, two classes have already spent a most instructive and enjoyable day at sea—the Wrens are shown over the ship in the forenoon and in the afternoon they take part in a W/T exercise with Fort Southwick. Needless to say, this is a most popular feature of their course.

For the time being, Wren Telegraphists continue to be drafted solely to naval air stations, where inevitably, up to now, they have had little opportunity of making use of the Morse side of their training, which constitutes such a very large part of their thirty-five weeks new entry course. This was unfortunate but unavoidable. The Communication departments of naval air stations are now being manned almost entirely by Wrens. By means of a special Wrens' W/T exercise, they will in future be given both the opportunity and necessary stimulus to maintain their general service operating ability. Thus they will be competent to take over from Male Telegraphists in shore M.S.Os., as is anticipated will be required in the near future.

Royal Marine Signals

Now that a steady post-war flow of courses for R.M. officers and other ranks qualifying have been passing through at Leydene and the first Royal Marine ranks have embarked in H.M. ships as part of the Communications Branch, many people in the Navy, and in particular the Communications Branch, are wondering what the functions of R.M. Signals are and where and how they are trained.

The Signal Branch of the Royal Marines is a self-contained branch of the Corps as is the Communications Branch of the Navy. Recruits are selected after their initial general training and are then trained as signallers. A man who becomes a signaller remains one throughout his service. There are three grades of signallers, corresponding to the substantive ranks of Sergeant and above, Corporal and Marine. They are known as S1, S2 and S3 and constitute the Part II qualification necessary for substantive rank under the new pay code.

The functions of R.M. Signals can be defined briefly as follows:

- (1) To provide the communications in the Royal Marine Commando Brigade and any other formations or units of the Royal Marines.
- (2) To provide the personnel for certain Combined Operations signal units, such as naval beach

signal stations and for certain shore establishments in the United Kingdom.

- (3) To provide communications for units of Royal Marines landed from the fleet.

To fit men to carry out the duties defined in (2) above and to combine this with the requirements of (3), up to four signallers may be embarked in capital ships and cruisers as part of the Communications Branch.

The training of R.M. Signals is therefore required to be both naval and military. The army training for S2s and S3s is carried out at the Signal School in R.M. Barracks, Eastney, while the naval training is done at H.M. Signal School, Leydene. The naval training of S1s is done at H.M. Signal School and the Army training is done partly at the Signal School, Royal Marines, and partly at the Army School of Signals, Catterick, Yorkshire. Certain ranks also undergo the basic Combined Operations signal course at Fremington and may be employed in S1, S2 and S3 grades in Combined Operations units.

In addition to the basic training as operators and linesmen in the grades S1, S2 and S3, certain ranks are selected at S2 and S3 level to be trained by the Army as radio mechanics, linemen mechanics, linemen, permanent line, or despatch rider. In very special cases, N.C.Os. may do a foreman of signals course.

During the war the Royal Marine Signal School was situated at Saundersfoot in South Wales. It moved to a

temporary camp between Dover and Deal in the summer of 1946 and finally moved into its new and permanent home in the Royal Marine Barracks, Eastney, as part of the functional reorganisation of the Corps, in the autumn of last year.

V/S COMMENTARY

We hope that by the time this edition goes to press, distribution of the new signal books will have begun. The target date for their introduction is 1st November.

We have been getting quite a number of queries on ceremonial procedure and flag etiquette in recent months. As the authority on this subject, we welcome any problem you may have.

Have you seen the A.F.O. Diagram showing the dress ship sequence with the new flags (A.F.O. 1819/48 and diagram 49/48)? It is of interest to note that the dressing line between the masts which used to be called the "main to fore" in deference to the seniority of the mainmast is now termed the "fore to main."

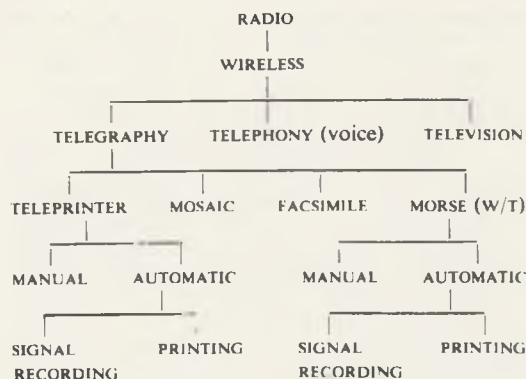
WIRELESS COMMENTARY

The Radio Tree

The Radio Tree, forecast in "Wireless Commentary" of the last issue, was promulgated in A.F.O. 1129/48. There is no diagram in the A.F.O., but here is a diagrammatic interpretation of the Wireless Branch of the tree. It is not "official" and there may be different ideas about it.



Arthur H. Porter



"L" BRANCH COMMENTARY

We take great pleasure in congratulating two former members of our instructional staff, Messrs. Roper and Seymour, on their promotion to W.E.O.(R), and we wish them every success in the future.

Conversion courses for ex-Telegraphist ratings are now in full swing, and many old friends are revisiting Leydene in their new branch for a refresher course in wireless equipment, with the emphasis on maintenance.

New friends were made in a class of Sea Cadets which spent a session among the mysteries of radio in the (L) Branch classrooms. We hope to see some of them in a future class of P.R.E.Ms.

On two occasions the (L) Branch section has been invaded by large numbers of "Schoolies" from the "M" Staff thirsting for direct contact with the things they normally deal with on the blackboard. We understand that they showed great promise of reaching P.R.E.M. standard in receiver testing and are now confident of being able to trace a defective fuse in the office broadcast receiver.

D/F calibrating courses have now become a permanent feature, though we have not yet received all the equipment we would like, and the hazards of the Hampshire countryside have not been fully overcome. But these deficiencies serve to test the improvisation capabilities of instructional and maintenance staff, and life might indeed be dull without them. On one occasion our "M.F.V." refused to go, and we thought of sending an S.O.S. for the Sullage Horse.

A great event this term has been the recruitment of a gardener for North Camp. This useful member of the ground staff bears the name of Frisby, and we regret to say that many of us, in moments of absent-mindedness, have referred to him as "Mr. Dyke."

It is expected that by the time this is in print the majority of our present Instructors will have gone to Collingwood for the R.E.A. Conversion Course. They will have been relieved by ex-Chief and P.O. Tels. who have completed an Electrical Branch Con-

version Course, and possibly, in some cases, by R.E.As.

We were rather surprised when one of our R.Es, M. A. Browne, requested to be released in order to return to his old love, the coal mine. He might have misquoted Kipling, thus:

"Take me back to the Durham Coalfield,
Away from the frequency beat,
Where the only Big Cheese is the ration,
And a Rabbit is something to eat!"

R.E. Browne was a popular instructor and an enthusiastic member of the amateur radio fraternity, and will be greatly missed. Radio "Hams" may hear from him in due course.

AMATEUR RADIO G3BZU

The "hams" have been very subdued of late, drafting having reduced our numbers to a very low figure. We are experiencing some difficulty in hanging up our aerials owing to the lack of hands to man-handle the masts.

Since the publication of our last COMMUNICATOR, the Club has received two letters, one from Mr. Musty, Secretary of the Royal Naval Amateur Radio Club, Hong Kong, and the other from P.O. Tel. Shaw of H.M.S. *Blencathra*. Shaw seems to think that amateurs are frowned upon in the Royal Navy; that certainly is not the case at H.M. Signal School and we hope it isn't true elsewhere. We agree with P.O. Tel. Shaw in his remarks on the usefulness of amateur radio and we certainly hope to contact him and exchange cards in the near future. His call-sign is GM3ANO and he will no doubt welcome overseas contacts. The letter from Mr. Musty asks various questions which we have answered as well as we could and we hope to his partial satisfaction. We will now endeavour to make contact with him on the air. Mr. Musty's call-sign is VS6BA, and I am sure he will welcome contacts from all and sundry.

Our hope to join in the "Field Day" was not realised, owing to various reasons beyond our control, and we haven't travelled far beyond the confines of the camp in our social contacts. We are waiting for one of our more opulent members to acquire a car and a standard ration.

A.F.O. 747/48 is of interest to all naval amateurs and others intending to take out a G.P.O. transmitting licence. They are required to pass the Morse and technical examinations before such a licence is issued. It shows a list of ranks and ratings and the examination or examinations from which they may claim exemption.

We are always pleased to hear from naval or other "hams" and will endeavour to help them if they have problems which we can solve. This doesn't refer to personal problems, which are adequately covered by other publications.

T. M. B.

MATTERS EDUCATIONAL

The gradual reorganisation of the Royal Navy on a peace-time basis has involved a number of changes, and not a few innovations. The world of education must march with the times, and the Service was prepared for most of the new orders and regulations which have appeared in recent months. Considerations of space do not allow of more than a brief survey of those which are of interest to the Communications Branch; reference is made to relevant Admiralty Fleet Orders, which should be consulted for further details.

A famous warrior is alleged to have been responsible for the truism "An army marches on its stomach." It is equally true, in the present day, that "A navy floats on its textbooks," and the Communications Branch, in particular, will be grateful for the decision to include in E.V.T. libraries a larger proportion of technical books, including standard works of reference on radio subjects. The impending issue of a catalogue of books now held in Command libraries will enable both officers and ratings to obtain valuable up-to-date works now in very short supply, through the E.V.T. officer of their own ship or establishment (A.F.O. 734/48).

In these days of fierce competition, parents of all classes are more than ever before prepared to make

grave sacrifices to give their children a sound education. Service parents will therefore read with interest the list of educational awards available in Great Britain for the children of members and former members of the Forces (A.F.O. 970/48).

The introduction of the Warrant Communication Officer has involved a change in the educational qualification required; this has been brought into line with that introduced for all other branches—a Second Class Higher Educational Certificate. The "compulsory" subjects for Communications candidates are English and Navigation (A.F.O. 869/48). Candidates who hold a Q.W.R. certificate are not required to requalify.

Other changes concern the training of Communications Boys at sea (A.F.O. 971/48), Boys' Accelerated Advancement (A.F.O. 1282/48), Exemption from E.T.1 (A.F.O. 869/48), and W.R.N.S. Educational Qualification for recommendation for promotion to Officer rank (A.F.O. 1213/48).

No matter how jaundiced the eye with which we view the effect of any of these changes on our individual burdens, all must agree that they will serve to increase the efficiency of the Branch and the Service.

A. R. J.



MORSE

In the year 1791, in Massachusetts, was born a child destined to become one of the great benefactors of the world. He was christened Samuel Finlay Breeze Morse. When he grew up he became an artist; but it is not for his contributions to art that he is remembered, though his art was the indirect cause.

Morse had come to Europe to study under the great Continental Masters and, after eight years, was returning home by sea. For these eight years he had badly missed his home, and now every mile that separated him from it was intolerably irksome. There and then he decided to give his mind to inventing some method of communication which would conquer distance.

For years he worked, and in 1844 his labours bore fruit. He had contrived a machine for sending and receiving messages over long distances, and the code by which they were transmitted became known as the Morse Code. That year, friends in Baltimore listened eagerly as Morse tapped out at Washington his first message . . . "What God hath wrought."

Humility is often one of the most characteristic features of those who have given most to mankind. So it was with Morse. It must have been immediately obvious that his achievement was going to be of incalculable value to the world, but he sought no credit for himself. "The credit is God's; He used me," he said, and that was the end of the matter.

What a sorry tale of frustration and failure must be laid at the door of man's vanity! The wasted talents and misdirected genius of many of us squandered because we persist in thinking that we can make better use of them than the God who created them! It is a sobering thought, but, perhaps, not without its measure of inspiration for those anxious that something should be made of their lives.

It is amazing what can be done with even our poor talents if they are put into the hands of the Master Craftsman.

PADRE.



St. George's Chapel, H.M.S. "Mercury"

LESSER BREEDS

I sat beside the margin of the wood
When winter's early chill was creeping in.
The sun shone low among the golden leaves;
The sun which saw Life's earliest year begin
And on beyond the end of Life
Incessantly will spin.

A little bird alighted on the lawn.
She ruffed her breast and cocked a beady eye,
Then, pecking at a particle of food,
Was swiftly distant, as a dart would fly.
She had no other purpose than
Her needs to satisfy.

Man was created lord of all the earth
And heavy laden with a load of woe.
His crop of happiness does not increase,
Although he sees the sum of knowledge grow.
There isn't any sense in it,
But Man has made it so.

J. O. F.

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

ACCELERATED ADVANCEMENT

SINCE the war, much thought has been given to improving the conditions of advancement, and particular consideration has been given to the methods of awarding accelerated advancement to those ratings who show exceptional ability or who, by diligent application, reach a higher standard than the average.

In the past, accelerated advancement was confined to two methods:

- (1) Advancement from Boy to Ordinary rate by means of a professional and an educational (E.T.2) examination.
- (2) Advancement to Leading rate and above by means of half-yearly "red ink" recommendations on Form S507.

Let us examine (1) first.

In this case, a Boy who passed the examination could be advanced to the Ordinary rate at 17½ instead of the normal 18 years of age, thereby gaining six months seniority. No differentiation was made, however, between the Boys who obtained high passing marks and those who only just scraped through. It was thus a case of "all or nothing at all."

In order therefore to reward Boys according to their *degree* of merit and to encourage them to work hard during their New Entry course, a new system has been introduced (A.F.O. 1282/48) which gives accelerated advancement on a sliding scale as follows:

Boys who obtain a 1st Class Pass in their passing-out examinations in the Boys' Training Establishment will gain two months seniority; those who obtained a 2nd Class Pass will gain one month's seniority.

In addition, a Boy who subsequently passes Educational Test 2 will gain a further four months seniority if he obtains a 1st Class Pass or two months seniority if he obtains a 2nd Class Pass.

Thus a Boy may gain anything from one to six months seniority and be advanced to the Ordinary rate one to six months earlier than he normally would be, *i.e.*, one to six months before reaching 18 years of age.

Now, to encourage young ratings to continue to press ahead, this principle has also been applied to advancement from the Ordinary rate to Signalmán or Telegraphist (A.F.O. 724/48), and at this juncture accelerated advancement may be gained (subject to recommendation by the Commanding Officer) according to the following scale:

	C.S. Ratings	S.S. Ratings
If the average percentage obtained in the professional examination (omitting practical transmitting and receiving results) is 5 per cent. higher than the average percentage required to pass.	May be advanced after fourteen months in the Ordinary rate, <i>i.e.</i> , one month earlier than normally.	May be advanced after seventeen months in the Ordinary rate, <i>i.e.</i> , one month earlier than normally.
If the average percentage obtained as above is 10 per cent. higher.	May be advanced after twelve months in the Ordinary rate, <i>i.e.</i> , three months earlier than normally.	May be advanced after sixteen months in the Ordinary rate, <i>i.e.</i> , two months earlier than normally.

Thus a Signal Boy or Boy Telegraphist can gain from one to nine months seniority as a Signalmán



or Telegraphist by means of his examinations.

From this point onwards a man may gain accelerated advancement, not in accordance with the results of his examinations but according to how he *uses* the knowledge he has acquired, *i.e.*, the manner in which he performs his duties.

This is done by means of the Commanding Officer's recommendations for advancement which are rendered on Form S507 to the Commodores of Depots twice a year (on 31st May and 30th November). If a man shows exceptional ability and is recommended for accelerated advancement his name is shown on the form in red ink and in consequence these recommendations have become known as "Red Ink Recommends."

For advancement to the Leading and Petty Officer rates each "red ink recommend" has the effect of advancing a man's name on the advancement roster by two months, or in other words it antedates his basic date by two months and places him two months further up the roster than he would otherwise have been.

For advancement to the C.P.O. rate the first "red ink recommend" advances a man's name on the roster by two months, the second by three months and each subsequent one by four months.

Before leaving the subject, mention should be made of one other means, by which indirectly a man may gain accelerated advancement. As explained in our last article, "The Depot Rosters," a man may not normally be recommended for a qualifying course for the next higher rate until he has served three months in his present rate. A rating of *exceptional* ability may, however, be recommended at an earlier date, and as the date of this recommendation is his basic date for advancement purposes, it follows that he gains a form of accelerated advancement.

QUESTION AND ANSWER

Q. As I was rated Trained Operator before the new examination for Telegraphist was introduced, am I entitled to call myself a Telegraphist T.O. and to wear the badge of a Trained Operator?

A. The New Pay Code requires a man to hold a definite degree of *technical* as well as professional ability in order to obtain advancement to each successive rate.

In the Seaman Branch, where the professional and technical qualifications are widely separated, the examination for advancement is divided into two separate parts—Part I, the Seamanship (*i.e.*, professional) examination, and Part II, the Gunnery or T.A/S, etc. (*i.e.*, technical) examination—but in the Communications Branch the professional and technical qualifications are so closely allied as to be inseparable and the Part I and Part II examinations are merged into one.

The need to show separately the professional and technical qualifications of Communication ratings has thus been removed and the terms "Trained Operator," "W/T.3," "V/S.3," etc., should not be used.

In the case, however, of Chief and Petty Officers who hold the Instructor rate they are to be referred to as C.Y.S., S.I.; Petty Officer Telegraphist, W.I.; etc.

The question of distinguishing badges to meet the requirements of the new pay code is still under consideration and an Admiralty Fleet Order on the matter is expected. In the meantime, since you previously held the rating of Trained Operator no objection is seen to your continuing to wear the badge until new orders are received.

J. S. W.

"CHOKKER" BY "TOCKER"

I've spent a million hours
Just waiting for my mails
And I've stood a million watches
And special sea details.
I've shined a million miles of brass,
I've dhoibied dirty duds,
I've slung a million hammocks,
And I've peeled a million spuds.
I've cruised a million miles
And I've made a million ports,
I've spent the night in prison
And I've drunk a million quarts.
I've scrubbed a million bulkheads
And I've chipped ten miles of paint,
And a meaner place this side of hell
I'll swear to you there ain't.



HOMAGE TO MARRYAT

From a few observations that have been let fall it can be gathered that the signal flags to be used in the Royal Navy will in future be limited to those of the International Code with the addition of a few extras, so that instead of being burdened with eighty-six different designs the bunting-tosser in days to come will have to cope with only some forty or fifty.

It is curious that, after an interval of about 130 years, the Service should come round to adopting the painstaking work of Captain Frederick Marryat, Royal Navy, who in 1817 produced the first edition of his remarkable Code of Signals for the Merchant Service. This code was in constant use, though gradually lessening in scope, right up to 1879, many years after it had been officially supplanted by the first Commercial Code of 1857. The fact was that many seafarers preferred it, and long clung to it even though it had been superseded.

It is as well to notice that when Marryat invented his code he made a great point of not trespassing on any flag designs that were already in existence in the Royal Navy. He made use of just ten numeral flags with the addition of a few extras such as the Telegraph flag, Rendezvous flag, some Distinguishing pendants and a Numeral pendant. The Telegraph flag needs little introduction; it was prefaced to numeral hoists to indicate the general vocabulary, in the style of the vocabulary hoists of the old naval signal books. "Rendezvous" meant simply that the numeral groups used with it were taken from the geographical section. The Distinguishing pendants, unlike their counterparts in the naval signal books, were designed to distinguish the names of merchant ships indicated by numeral groups and used singly superior to them. The Numeral pendant was employed in the same way as the naval one.



Captain Frederick Marryat, Royal Navy

(By permission of The National Portrait Gallery)

The Numeral flags were as follows: 1, white pierced with blue; 2, blue white blue horizontal; 3, white and red vertical; 4, blue triangle with white cross; 5, a red burgee; 6, triangular, blue over red with a yellow tongue; 7, red with yellow cross; 8, blue pierced with yellow; 9, blue and yellow quarterly; 0, yellow burgee with blue fly. The Telegraph flag was red, white, blue vertical and the Rendezvous sixteen chequers of blue and white. The pendants were, white with red ball, blue with white ball, red with white ball, and yellow and blue halved vertically.

By 1857 there were a number of rival codes, British, French and American, and things began to become so complicated that it was necessary to carry several

different books. The Board of Trade therefore produced its own Commercial Code, which, after a few years turned into the International Code. It is important to notice that the B.O.T. Committee had to admit that Marryat's flags were the best and they accordingly adopted them for their new production, with minor modifications.

There were to be no triangular flags, and instead of being numbered the pieces were given alphabetical designations. Vowels were originally omitted and the range did not go beyond W. Marryat's flags then became, in the new order, S, J, H, M, B (omitted). R, P, L, K, T, N, C, D, F and G. No. 4 has been slightly altered by making it rectangular with a saltire instead of triangular with a cross; No. 0 was made rectangular instead of a burgee and No. 8 was made into the Blue Peter by changing its yellow centre into white. The new Commercial Code contained nineteen designs, so there were left only four of them to be freshly invented, Q, V, W and the Code pendant.

The original arrangement of the International Code was to place the burgee first, then the four pendants and lastly the rectangular flags. In 1900 it was decided to bring the Code up to the full alphabet, A being a burgee, E a pendant and I, O, U, X, Y and Z rectangulars. At this revision F was altered from red with a white ball to red with a white cross, and L was made yellow and black quarterly instead of blue and yellow. This was for optical reasons. (It spoilt, however, the mnemonic for remembering C, D and F, namely, Clear, Dark and Fiery!) In 1931 the revision removed the pendants wholesale into the numeral table and replaced them with five new rectangulars, some of them of poor design. The other five numerals (6 to 0) came out of the British naval range.

Today, therefore, the following International Code flags are from the designs invented by Marryat: B, H, J, N, R, S, T, 1, 2 and 5; and, slightly modified, K, M and P. This is thirteen out of forty, not a bad record after 130 years and through several revisions.

It seems strange that naval signals have developed in this way and that the work of a somewhat obscure codist should persist after the older and better-known flags used since 1790 by Howe, St. Vincent, Nelson and Collingwood, and by our predecessors and by ourselves in two world wars. All the more honour and credit to Marryat, who, quite apart from having written amusing standard nautical novels, was a most distinguished, energetic, conscientious and heroic naval officer. He specialised, too, in jumping overboard and rescuing non-swimmers who had inadvertently fallen in the drink.

E. WADE-KILLICK.

CORRESPONDENCE

H.M.A.S. AUSTRALIA,
at Jervis Bay.

To the Editor of THE COMMUNICATOR

SIR,

At Trincomalee early in 1942 we received a signal "Nizam (R)—from C-in-C. Med.," originated in May, 1941; the delivery of which thus matched the signal-distributing tenacity of our wily buntings with the man-getting capabilities of the Canadian N.W.M.P. . . . While O-i-C. Madang W/T, I wrote to Navy Office, Melbourne, describing conditions in New Guinea. D.N.C. forwarded my letter to the *A.S.E. Bulletin* and an artist of this worthy publication drew a picture illustrative of my letter; and both were published in the September (I think), 1945, copy of the *A.S.E. Bull* . . . In Auckland, April, 1948, I first sighted THE COMMUNICATOR (second, third and fourth copies) and there, on page 25 of No. 2, was a replica of my drawing from Madang—but descriptive of Trinco, the plagiary cads! However, to complete the sequence of events, and as a parallel to Nizam's signal of gestational age, I now fully expect to see my Madang letter republished sometime, somewhere.

During this recent cruise to N.Z., H. J. P. Boxall (C.C.O.) and self were royally entertained at Waiouru W/T (see THE COMMUNICATOR, No. 4, page 26) by Bill Brewer, Stan Keeley, Harry Hillind and—but the appropriate song would have been "D'ye ken John Peel," for never were our spirits higher (on Canadian "Scotch") nor was our aim on whacking great ferocious buck rabbits more unsteady—moreover, we learned something about A/T, too.

It made my heart nostalgic to read in these mags of yours (loaned to me by Mr. Biggs of N.Z. Navy Office) the names of T. W. Pick, Bunker, Bacon and at least a dozen others (from Commander Stopford to my class-mates and other R.N. Sig. and Tel. types) with whom I associate "the best years of my life." Furthermore, is "Io (Tel. W.R.N.S.)" as "Thorne-Smithish" in practice as her composition "To Mercury" (THE COMMUNICATOR, No. 4, page 23) would indicate? If so, can a practice be arranged!

Finally, as President of the Hurstville District Amateur Radio club (VK2MZ) and as a Ham in my own right (VK2FT), I will be looking out for a future contact with G3BZU.

Looking forward to receiving my own copies of THE COMMUNICATOR.

Yours faithfully,

F. C. T., C.E.O.(R), R.A.N.

[Quite true—we "pinched" the drawing in question from the A.S.E.B.—with all the necessary permission, of course,—except F. C. T.'s, to whom we proffer apologies.—Ed.]

GOING THE ROUNDS IN "MERCURY"

WARDROOM NOTES

Recent rains have come in time to avert the threatened drought, and have improved the surface of the tennis court, which is wearing out under the pounding of many feet. It is suggested that a permanent surface may be cheaper in the long run, since shortage of hands makes maintenance difficult. Inside the house as well as out the surroundings have improved. The sterling work of D.S.O. and Number One has transformed the Ante-room and Library. The dome is "fixed" and it is no longer dangerous to execute reels (Scottish) in the entrance hall after guest nights. This dancing business is made easier by the presence of a Long Course of Wren Officers, which means that there are now four long courses to contend with. The remark about the "female of the species" could hardly be true in this case, considering the competition.

Judging by the emphasis on *Meonmaid* in the conversation, a stranger could be forgiven for thinking he had strayed into an inland yacht club. A few fishing enthusiasts are flogging a stretch of the Meon with vigour, but nothing much has been done to augment the food supply, although, perhaps, that isn't the idea!

Sister Spencer has followed the example of her two predecessors, and has taken the matrimonial way out. Much happiness to "Sally" and her husband, Mr. J. H. Ford, C.C.O., R.N.

The usual Derby trip has been the usual success, and rumour has it that the Assistant Secretary is contemplating the purchase of a Rolls-Royce from her winnings.

The guest nights during June were devoted to the entertainment of Fort Southwick and *Collingwood* officers, and there was also a well-attended cocktail party. Arrangements for the summer dance were well in hand at the time of writing.

We modestly admit that the intellectual content of the Ante-room has been doubled on several recent occasions by the arrival of small parties of Royal Naval scientists. The stay is brief and the conversation is mainly shop, but we value our Boffin Days, and get additional pleasure from sartorial effects which should obviously not be allowed to blush unseen in back rooms.

We have had many notable departures recently and it is surprising that our social life has not been completely shattered.

Apart from Captain Firth, First Officer "Jeannie" Davies, Lieut. John Rushbrooke, Lieut. (S) Allwood, Instr. Lieut. Heath, and Third Officer Audrey McDonald are among those leaving us who have contributed much to our welfare and good-fellowship.



H.M.S. "Mercury," Leydene House

ENTERTAINMENTS

There has been little out of the ordinary in the entertainment sphere since we last went to press. The usual weekly dances have been well attended, despite the fact that we have had to rely upon "canned" music. On 30th June the Signal School Mess held a grand dance at the Town Hall, Petersfield.

Many attempts have been made to produce a play, the last one being "To Kill a Cat," which reached the dress-rehearsal stage. Owing to draft requirements and other obstacles, it was reluctantly called off, to the disappointment of those who had put in a great deal of hard work. It has been decided, however, that no more shows will be attempted during the summer months, the fine, warm weather lending itself better to other activities. A start may be made in September, so would potential participants please bear that in mind?

The temporary cessation of our own drama enabled several of our resident amateurs to lend their services to the Petersfield Dramatic Society, and they featured prominently in the latest production, "They Came to a City." A good "write up" was given in the local Press to Ken Herbert Gustar and Chris Wattle, who turned in good performances.

So we must conserve our efforts until the autumn, when we again intend to enter for the Command Amateur Drama League Contest.

CHIEFS' CHATTER

At long last we have finally convinced the Editor that no respectable naval journal is complete without a few words dealing with the multifarious activities of the Leydene Chiefs' Mess! So we have put pen to paper in an effort to keep our ex- and future mess-mates well informed of the latest affairs of the Mess, so that on their return they will know *what* and *whom* to expect.

At the time of going to press, the President of the Mess is C.P.O. Tel. Baister, who handles the Mess meetings with rare tact, despite the handicap of being mistaken for the gavel on occasions. Our representative for the local laundry—sorry, secretary—is still C.Y.S. Oxley, although we are sorry to say that he is about to exchange the cheque book for a check suit in the very near future. In anticipation of his impending perambulations in "Civvy Street" he has volunteered for the Security Patrol—no doubt to get really acquainted with the geography of the place in view of his short spell here! However, we wish him all the luck in the world in the future and thanks for past favours.

In addition to the Sec. several of the better-known characters of the Mess have "taken to the road," including the great hunk of man, Mark Kerr, who, we understand, had great difficulty in getting a demob. bowler to fit! (Presidential Papers, please copy.) C.P.O. Tel. Galloway, too, is out of sight (invalided), but far from out of mind. He will be well remembered for his capable spell in the Div. Office, where his seat (and several others!) has now been taken by C.Y.S. Pattison. C.Y.S. Setford's departure coincided with the introduction of the new betting tax. Others never to return (they hope!) are C.R.E. R. A. Smith and C.R.E. Matthews (twelve years) and C.P.O. Tel. Samways (invalided).

In spite of the removal of so many stalwarts, quite a few stanchions remain, among whom Michael Hodges, the Head Gardener and Bugler, is worthy of special mention; his beer garden is coming into increased use with the advent of the warm weather. Talking about beer reminds us to remind you that the standard of that popular beverage still ranks high in the esteem of taverners in Leydene. Our present barmaids are C.Y.S. Dartnell and C.Y.S. Mattingley (the only bald-headed barmaid in captivity!). Both these two carry out to the letter the bar motto of "Negat Capribbon."

The monthly social and dance is, as always, a very popular feature of the Leydene social round. Other social activities include the visit of the Mess to the Reading Liberal Club, where a great time was had by all. The beer-drinking team excelled themselves, all of them removing the liquid simultaneously on the order "There it is, there it isn't." No wives were present. The visit reciprocated a trip to the Mess earlier in the year by that organisation, under the auspices of Mr. Ward, or, as he was known to his intimates, "Sharkey," whilst holding the office of Licensed Victualler's Assistant.

In the realm of sport our members are still very prominent; soccer, cricket, water polo and rifle shooting all have a strong representation from the Mess. Our "Games Mistress," C.Y.S. Driver, has undertaken the task of training our athletes for the Annual Sports Day in July. He is placing particular emphasis on the tug-of-war, as we hope to emulate the feat of last year, when, confounding all the critics, we defeated the Wardroom Officers in the final, despite the muscular efforts of the First Lieutenant (and the vocal efforts of the Commander!).

As for the Mess itself, well, it presents the usual picture, particularly after lunch, when the same armchairs are occupied by the same detectives, covered by the same newspapers (and alibis). It is impossible to waken these somnabulists until exactly "out pipes," unless one tiptoes quietly up to them and shouts "Draft chit" in their ears. This, in some cases, however, is most dangerous, heart failure being diagnosed when the last Chief Yeoman failed the doctor for foreign service. One of two "strangers" have infiltrated to the billiard table, despite dirty looks from the "owners," and the Secretary still fails to account for two-and-threepence-three-farthings at the end of the day! We have managed, at last, to have one of the stoves in the lounge replaced by a "fireplace, brick, one in nos." This is certainly an improvement enabling duty week-enders to occupy the same position in front of the fire as is man's natural habit at home.

The general conversation has changed of late. Chief Yeomen qualifying for W.C.O. talk glibly of superhets, and C.P.O. Tels. of "rotating the axis"; whilst ex-V.S. Two's speak airily of "landing on" and "taking off" and the C.R.Es. discuss early potatoes. Minnie, the Mess mascot, ever loyal and true, is still



The Other Half !

responding to the Government's appeal for greater production, and her latest stream-lined models are off the production line. Here again it is a question of "For export only"!

The biggest item on the Mess minutes for some time has been the introduction of the Mess levy. A special session was held to deal with this matter and most members were in their seats well before the meeting commenced. After a hot debate, it was decided to pay 2s. each pay day. So don't forget to return from abroad with a decent bank book!

RIFLE SHOOTING

This year *Mercury* showed far more interest in the Port Rifle Meeting than previously. However, the fact that quite a few of the interested ratings were on course rather cramped our style. As a team we were only moderately successful, but quite held our own in view of the short time we had for practice. As individual competitors we did quite well and everyone in the side was on the prize list. Our most hearty congratulations are due to Leading Wren J. Stafford, who, after only one week of practice with a .303 rifle, won the "D" Class Aggregate Cup. She also gained a first and a second place and two smaller prizes. I am sure all Communicators will join me in saying "Well done, Jane," and wishing her further success in the Hampshire meeting and at Bisley.

Yeo. W. Edwards shot his way into the "Port 24," and M.A.A. Sharpe was unlucky to miss it by one point. As team captain I would like to congratulate the whole side on their splendid efforts to put *Mercury* on the shooting map.

As regards the future, the Commander has given approval for a .22 Club to be started, which we hope to get down to in the near future.

It must be realised that to start a new venture such as this requires quite a lot of time and expense. If it is to be a success, it must not be done in a hurry. If we can get shooting-minded, who knows, next year we may carry off some of the excellent prizes. The only things necessary are practice, interest and the will to win.

MARKSMAN.



"Mercury" Sharpshooters at Tipner.

SPORT

CRICKET

The season has opened well. We have a full fixture list, giving us games at least once and usually twice a week. Although no Bradmans or Lindwalls grace the team, we can put out a useful side. In the first round of the Command Knock-out Competition we defeated the Reserve Fleet by 108 runs. Mr. Murray, W.C.O., our captain, knocked up 102 not out and L./Tel. Taylor took 4 wickets for 3 runs.

The pitch at Soberton has been returfed and has turned out very well. The concrete practice pitches on the football field are a great asset to the School. They are very popular with all and have been put to good use by novices and experts. They are, however, proving fairly expensive to run, since the "death rate" in cricket balls has been phenomenal.

SWIMMING

Signal School water-polo team is playing in the "B" Section of the Command League and so far has done very well. Two games have been lost and two drawn, and we consider this to be a pretty good effort, since our facilities for practice are very strictly limited.

HOCKEY

The Leydene hockey fraternity responded well to the continuance of hockey throughout this spring, made possible through the kindness of Second Officer Scott, W.R.N.S., and our cricketing gents, who lend us part of Soberton Towers cricket ground. (Marginal note—Hockey Sec. overheard strongly denying possession of shares in Soberton tavern!)

Present activity indicates that we're likely to continue playing through the summer, sweating profusely but gladly the while.

Mercury Wrens delighted us by winning the Command W.R.N.S. Hockey Cup last season, and we are confident they'll spare no effort to retain this cup in 1949, especially as Ship's Company Wrens are now practising with heartening enthusiasm.

ATHLETICS

A medley relay team has been organised and has produced one effort in the *Dryad* sports. Serious difficulties were encountered and overcome and, although *Mercury* came fourth, there was not a lot between first and last man in the final lap. We hope to turn out in other invitation relays, where we shall put up some stiff opposition.

J. L. T.

SOLUTION OF CROSSWORD (see page 56)

ACROSS—1, Make and Mend; 7, In the Know; 8, Corgi; 10, Lord; 11, Half; 12, Panel; 14, Ordain; 15, Clueless; 17, Welshers; 19, Member; 22, Groan; 23, Tool; 24, Solo; 26, Their; 27, Halitosis; 28, Side-stepped.

DOWN—1, Matured; 2, Keel; 3, Annual; 4, Down-fall; 5, Encyphered; 6, Derange; 7, Isle of Wight; 9, Illustrious; 13, Six Hundred; 16, Crutches; 18, Lioness; 20, Browsed; 21, Collie; 25, Stop.

SEA CADET NOTES

Once more we welcome in H.M.S. *Mercury* the summer courses for Sea Cadets who come from all parts of Britain for one week's communications training.

Since the end of the war, great strides have been taken in improving cadet training, both in amenities in the 400 units themselves and in the summer courses.

The objects of the Sea Cadet Council in setting up the courses are to provide practical experience in the atmosphere of the Royal Navy of its customs and traditions, to encourage cadets to stand on their own feet away from Unit influence, and to give opportunity to the would-be specialist to see how everything works.

Much use is made of strips and films circulated round the units to aid instruction. With an age range of 14 to 18 years the keen Cadet may progress to Cadet Petty Officer in three years. Some of the wealthier units have elaborate signal rooms and even aspire to transmitting from their own amateur stations. Much help has been given by young Signal officers fresh from war service.

A comprehensive scheme of sports events allows progress to area and national championships in swimming, football and boxing. In addition, officers must put in hard work organising bands, guards, week-end camps and canteens, so that the normal two parades weekly become almost a full-time job.

The present Officer-in-charge of Cadets at Leydene, Lieutenant J. H. Wood, R.N.V.R., is Commanding Officer of a Yorkshire unit and has had long experience of Cadet training.

The Sea Cadet Corps demands much from its members. The lad who is lazy, spoilt or unwilling does not survive long. Its numbers are increasing and a good type of new entry is attracted. In the words of Drake's prayer, "Grant them to know that it is not the beginning but the continuing thereof until it be thoroughly finished which yieldeth the true glory."

FILER'S LAMENT

[Shakespeare didn't write this but he was good too.]

I'm an O.D. bunting filer up of signals
A signal filerupper you might say,
I file up every signal (or nearly every signal)
That the Yeoman cares to send across my way.

Now, there comes a time when signals go amissing.
Mostly 'cos they've got no D.T.G.,
But because of my profession, I start a searching session,
Otherwise, I get a note which says "SEE ME."

So I've had this typed and pinned up as a notice,
As a warning there for one and all to see,
I know it's quite a caper (after all they're only paper),
But when mucking up the files, please think of me.

T. A. D.

THE CIVILIANS IN OUR MIDST

Several people have rebuked me, kindly and otherwise, for the absence of a civilian article in our last issue. My apologies to all those who feel an apology is necessary and a promise that we hope it won't happen again.

The civilian canteen is now able to sell cigarettes and tobacco. Although the present allocation is a small one, it is a move in the right direction and there is every possibility of an expansion.

Before this issue is in print the Establishment Sports will have been held. As civilian entries are allowed in most of the events this year, let us hope we will have produced some winners.

In common with other shore establishments, Leydene has had to cut down numbers of industrial employees. We have suffered losses among sweepers, messengers and M.T. drivers.

The impending reduction of the M.S.O. Staff means that two of the clericals will be leaving us. A certain amount of switching round in jobs will become necessary.

To all those who have left us, or will soon be leaving, we offer best wishes and hope that they will all find themselves congenial employment in other spheres.

E. P. D.

LINES FOUND IN A BLITZED LUNATIC ASYLUM

Look at this Marigold!
Note the petals,
Their arms about each other
In mutual trust. They form—
Though they don't know it
And couldn't care less—
The Corolla.
With equal nonchalance
The Sepals, giving no thought to pacts
Or treaties of alliance,
Combine to make the
Calyx.
Observe the Stigma
Rearing its proud head on
The Style,
And guarding at its feet
The Ovules.
Here are the Anthers,
Dusted with yellow life.
And there the treasure vault—
The Nectary—
Tempting the ever-thirsty bee.
Is it not wonderful, my friend,
This delicate structure of
Pistils, Stamens, Filaments?
Won't you buy a packet of seeds?
Thank you, sir.
That will be fourpence,
Including purchase tax.

T. HEE.

“MEONMAID” AND THE CHERBOURG RACE

Meonmaid sailed from Dolphin Creek to take part in this year's Cherbourg Race, organised by the Island Sailing Club, at 1400 on Friday, 14th May. “Light airs” described the state of the wind and we were fortunate to pick up a tow from the launch towing Vernon's *Sea Otter* to Cowes—this gave time for us to get “up to the post” information about the course and starters, etc., and to have a quick tea. About fifteen minutes before the start a good S.W. breeze sprang up and the twenty or so yachts taking part made a good spectacle and one which, thanks to the wind, was accompanied by the proper feeling of excitement due to the start of a race.

We got away to a good start and were second over the line; sailing from then until we were through the Needles channel could not have been more pleasant—a fair breeze, and the Solent looking its best. It was a beat all the way, but, with the westerly tide, we were through the Needles channel by about 2030. The larger yachts, with their bigger sail area, had gradually drawn away from us and we were then lying about seventh. Off the Needles the wind dropped completely away and when night fell we hardly seemed to be moving.

Towards midnight the wind backed to the eastward and gradually increased during the night, blowing force 4 to 5 by morning (enough, at any rate, to roll me off my bunk). At dawn some brilliant star sights were taken by the Commander sitting on the counter (height of eye almost nil, deck watch error doubtful). These were adequately worked out by Lieut. Seely in a cabin suffering somewhat from a sea on the quarter. I'm not quite sure what they told us, but as a middle-watchman I gave up my Guard and Steerage on hearing extremely loud (really unnecessarily so) references to the land. We had not seen much of the other yachts during the night—an occasional light and the silhouette of a sail, and, during the first, one of the big ones sailing across our stern with spinnaker set and outlined against the moon—but as we approached Cherbourg a number gradually came in sight, converging on the entrance. Our navigation had (naturally) been good and we appeared to be in the middle, *i.e.*, a number of yachts were bearing down from the eastward and others were beating up from the westward. We crossed the finishing line at 0825 and secured up harbour some twenty minutes later. We were somewhat disconcerted to find *Sea Otter*, the only other ex-German yacht, in harbour and secured.

Inquiries during the day and numerous calculations involving time-correction factors led us to think we were third or fourth, and a telegram was sent off to the School announcing our arrival and our anticipated placing. In fact, it turned out that we were seventh. From the racing point of view, the chief lessons of the race were, firstly, the need for a Genoa jib if we are to make the boat travel faster; and, secondly, though a rather minor one, we must get our time-correction

factor adjusted to allow for the smaller sail area we are carrying compared with other yachts of the same size—not that it would have affected this race very much.

We had a very good stay in Cherbourg, including a shopping expedition for peace offerings and hush-money from the married members of the crew and an excellent dinner with the other competing crews in a restaurant ashore. At the dinner we picked up some valuable hints on navigation; the gem was from a gentleman to whom we'd modestly spoken of our morning sights, his reply being: “Oh, you're lucky if you get them—we didn't see any.” (It must have been one of the loveliest and most starry dawns in the Channel this summer.)

The return voyage was a little energetic. We left at about 1400 on Sunday, the 16th, with the wind N.E. about force 4-5. I think we started with the storm jib and about three reefs in the mainsail, but we shook out reefs and took in reefs and changed those ruddy jibs so often as the wind fluctuated on our way across, that I can't really remember! It suffices to say:

(1) It was very wet.

(2) It blew.

(3) It was a dead beat from Cherbourg to Yarmouth (I.O.W.) for about twelve hours.

(4) We were unable to prepare a decent meal owing to the motion which made the operation of Primus stoves a hazardous undertaking.

I fear I may have given the impression that the return voyage was unpleasant; I don't wish to convey that, but merely that it was a little unkind for a Whit-Sunday.

The Needles Light was sighted at about 2130 and then gave a very good impersonation of an oasis which grows no closer however much you strive towards it. Eventually we got there, though at the helm I found it a little difficult at times to decide what had been the majority vote of the self-appointed Soviet of Navigating Officers as to when we should tack. One of the “Soviet” was in a strong position with the charts, a second knew the waters like the back of his hand from experience in M.T.Bs. and the third had, on occasion, been aground on the Shingles Bank and provided the cautious element.

We anchored off Yarmouth at 0200 in surprisingly calm and peaceful waters and after a late supper turned in for what was left of the night. After a leisurely morning squaring off and drying out, we returned to Dolphin Creek (again a beat all the way), and were finally secured at about 2230 on Whit-Monday night.

Communications normally come as an appendix to any report of proceedings—ours cannot be called an unqualified success. First (obviously) radio. The receiver didn't last the trip: it wouldn't work to start with, but connecting the L.T. batteries in series instead of in parallel worked wonders for a time. (We

didn't confess to this ruse, of course, but spoke loudly of "making a screwdriver adjustment in the I.F. stage.") Eventually, and somewhat naturally, the filmaments gave out and we were without weather forecasts for the rest of the trip—perhaps as well, or we might still be in Cherbourg. On the V/S side, V.I.'s big moment came when we approached Gillicker and wished to signal our E.T.A. to the School for transport and to get the Customs lined up. V.I. made a fine sight calling Gillicker with an Aldis for one hour—oilskins, spray in his face, weather-beaten countenance, and so on. Comments were somewhat frequent and rightly acid. Eventually communication was established, when we were almost within hailing distance, at 2000 and at the change of the watch. With the Commander and V.I. in the yacht, we only needed the Drafting Commander there as well to make the scene complete—the telephone lines to S.C.O., Portsmouth, the next morning were, of course, red hot. Not good.

To end on a happier note, the cooking and feeding arrangements throughout the week-end were most efficiently and unobtrusively dealt with by Lieut. Rushbrooke.

W. J. P.

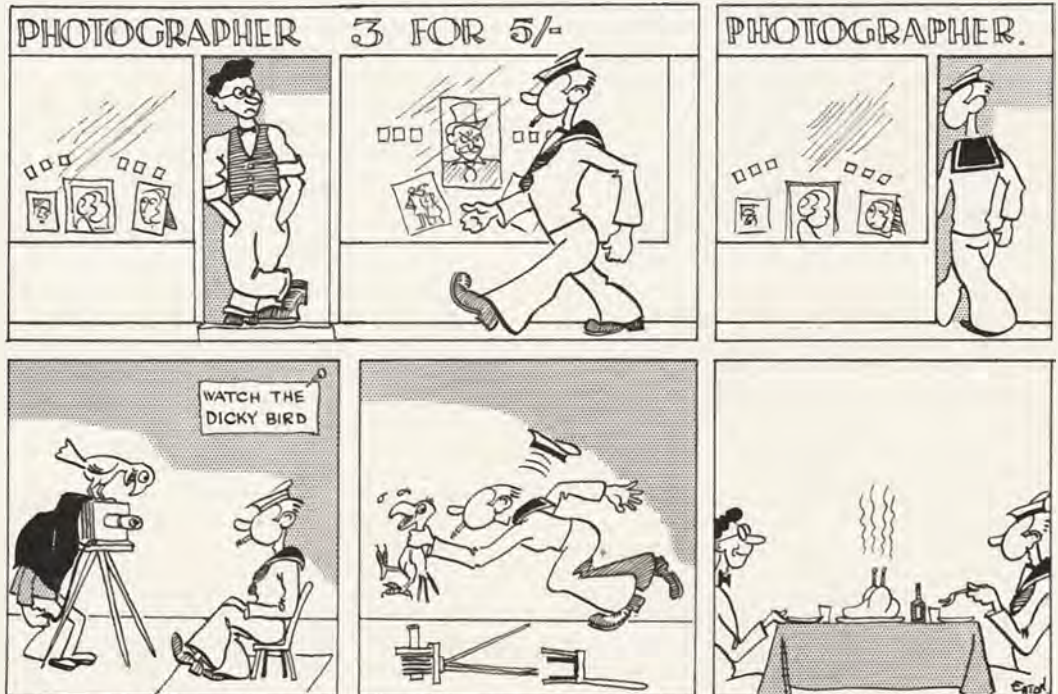
AN "OVERALL" REQUIREMENT

The scene was the S.D.O. of a well-known flagship, wearing the flag of a better-known Admiral. As is usual, at about 1100, the office was working at high pressure and the place was in a state of uproar. Two typewriters were working at maximum single finger speed, and, in order to speed up the distribution of signals, each typist had a youthful member of the V/S department dictating matters to him. One typist was dealing with the Admiral's traffic and the other with the normal ship's signals.

At the same instant that the signal "RPC Dinner, 2000," was being typed, the other typewriter was dealing with a general signal concerning a dockyard party. On the end of the Admiral's signal was: "Dress, mess undress"; on the end of the dockyard party missive was: "Dress, overalls." As a direct result of the two dictators trying to outdo each other in volume (vocal), the Admiral's signal was handed to him as "RPC Dinner 2000, dress overalls."

My friend in the S.D.O. gets his "hook" back next month!

KNOCKER WHITE



ROUND THE HOME ESTABLISHMENTS

R.N.S.S., FORT SOUTHWICK

Since going to press last term our new Commanding Officer, Commander H. Pasley-Tyler, has taken over. We are sure that all "Fort Southwicks"—past and present—join us in wishing him a successful and happy appointment.

Fort Southwick is rapidly becoming a shadow of its former self, since no N.S. classes have joined this year. On going to press we shall be reduced to 140 trainees. Though our general activities are gradually on the wane, we still manage to give a fairly good account of ourselves at most things.

The Southdown bus service running between Fareham and Cosham via the Fort has proved a great help to our social activities and has enabled the gymnasium to come into its own again as the local dance hall. A weekly "hop" is now held and is proving to be very popular with all.

Apart from fierce internal struggles, we have had a few sporting successes in a wider field. Fort Southwick's football team headed Division II of the U.S. League, but were defeated in the final of the Junior Challenge Cup by the Haslar Sickberth Staff. The Stewards of the Jockey Club are investigating a mysterious spectator seen in a white overall and carrying a box of hypodermic needles.

Our rugby players also had a successful run. In the U.S. Seven-a-Side Tournament we climbed to the semi-final against R.N.B., where, alas! our success came to an end.

Our cross-country team were second to *Collingwood* in the Command Cross-Country Race.

But all our hopes and efforts are at present concentrated on our tug-of-war team led by Chief P.O. Tels. Noyes and Storey and coached by P.O. P. T. I. Hill, who, after winning the Port Championships, are to represent Portsmouth in the Inter-Command Tug-of-War. We have to pull Lossiemouth in the semi-final on 9th June and if successful go to Olympia. (We think this is the first time a Communication team has represented the Command—can anyone put us right, please?)

The chief hope of our success in the cricket season is generally admitted to be our home pitch. Two steam-rollers and the Sports Officer have tried to smooth away some of the larger lumps with, to say the least, curious results. Even Bradman would be a trifle shaken by some of the balls that hum past the wicket and narrowly miss the body. A right-angled turn is nothing to some of our bowlers, who are quickly mastering every unusual contour of our classic pitch.

Last February the Fort Southwick Players produced the trial scene from Bernard Shaw's "St. Joan" for the Royal Naval Festival. Although a very successful performance was well received at the R.N.B. Victory Theatre, neither Fort Southwick's nor any

other Portsmouth Command team reached the finals in London. The success of our production was mainly due to the untiring efforts of the producer, Padre Epps. Commander Waymouth's portrayal of the evil and bigoted English chaplain de Stogumber was generally acclaimed as an outstanding performance. As we had no Wrens at Fort Southwick, Third Officer Heather Herbert was kindly lent by *Dryad* to take the part of St. Joan.

The new A.S.R.E. buildings immediately to the eastward of us on the hill are progressing rapidly, and the first occupants from Witley are expected this September. Casual visitors often take these large structures to be the new Signal School, but that is yet to be started on our other side. Some faithless members of the branch doubt if they will ever live to see this Communication Taj Mahal.

On closing, we would like to say good-bye to Lieutenant W. Deacon, who is retiring on the 4th July after thirty-four years' service. Good luck and our best wishes for a long and happy retirement!

R.N.S.S., DEVONPORT

We welcome on behalf of West Country Communicators the appointment of Captain J. H. F. Crombie, D.S.C., R.N., as C.S.S., and look forward to his visit to R.N.S.S., Devonport, which is expected to take place before this issue appears in print. May we also take this opportunity of expressing our good wishes to Captain C. L. Firth, D.S.O., M.V.O., R.N., and our appreciation of his past efforts on our behalf which so largely contributed to the retention of Devonport Signal School when Glen Holt closed down in 1947?

The decision that *Vanguard* would be manned by, and sailed from, Devonport, when Their Majesties leave for the Antipodes on 27th January, was a happy one for Guzzonians, many of whom will envy those lucky enough to form part of the crew taking the King and Queen on their tour "Down Under."

On 11th March, Captain Firth, R.N., paid us his last visit as C.S.S., being accompanied by Commander Earl Cairns, R.N. (Training Commander), and on completion of his inspection appeared well pleased with the progress made to accommodate and instruct personnel. His visit was an opportune moment for an informal meeting of old friends in the Wardroom, amongst whom we were pleased to see Signal Lieut.-Cmdr. S. G. Smith, M.B.E., R.N. (retd.), better known as "Samuel George" and who at 65 still looks a young 50.

Qualifying and refresher classes continue to make good progress. We are, however, concerned at the number of junior ratings (V/S) who present themselves for examination whilst still below standard in practical efficiency. (Senior V/S Ratings of ships, please note!) The current Leading Sigs. and future classes

are being instructed on new books, as also are the Yeomen (refresher), and by the keen interest so far shown by the latter, they obviously find the contents to their taste. So far this year some fifty senior V/S ratings have been given a four weeks course, including new books, under the able tuition of Chief Yeomen Coles and Sainsbury (the latter recently drafted to *Newcastle*). These classes commence on the first Monday in each month. So, "come in, all ye rusty ones, and we will refresh ye."

Our difficulties in providing mast drill are being overcome by the use of the mast at Bullpoint Signal Station, which was closed down and turned over to R.N.S.S. on 1st June. It is hoped before long to have suitable masts at Vicarage Road, since the necessity for these has now been officially recognised as justifying the cost of transport and erection, the stumbling block hitherto; so that "Peter Corpen" may soon be seen hung by his own tackline from our yardarm!

Touch-typing classes continue to attract senior and junior ratings alike. Three T.T. classes are running in the School at any one time, two being of six weeks duration and the third for "all comers." Admittedly the number of pupils fluctuates, and the musical rhythm of the keyboard is occasionally marred by the jarring strains of the "Buffer's Anthem" ("Give me five bodies more"), but, by judicious pruning of the Buffer's "key jobs," a fairly constant flow of ratings into and out of class is maintained.



"We Keep it Clean!"—
the Buffer's party motto

With the reintroduction of Navy Days this year, R.N.S.S. was asked to help, and at Whitsuntide was represented by a voice recording unit and a "Navy Days souvenir message sending unit." The former was operated by Mr. H. Pattison, C.C.O., R.N., and P.O. Tel. Penny, and proved extremely popular. Many and varied were the expressions on the faces of the people hearing their own voices issuing forth from the wire recorder. The most delightful episode was a youngster

of approximately 2 years who sang "Chickory Chick" to the huge delight of the audience.

The message sending was ably carried out by a team of Communicators led by C.P.O. Tel. Ellis, C.Y.S. Puddicombe and C.Y.S. Doidge. The visitors to the Dockyard were entreated and cajoled to send a message of greeting to their friends and relatives in all parts of Britain and the world. The messages were sent by voice or W/T to a central control point, typed on to the special Navy Days postcards and entrusted to the G.P.O. for the remainder of their journey.

A total of 1,869 messages was sent, Whit-Monday providing the heaviest day's traffic with over 750 cards typed and posted—this, in spite of interruptions from numerous pretty girls and the distractions of the "New Look." All kinds of questions were answered, ranging from abstruse theoretical queries from radio fans to the one from a dizzy blonde who wanted to know if she had to have a midget set to receive short waves!

About 36,000 people passed the site on the four days and by the time Whitsuntide drew to a close we felt somewhat like the anode under electronic bombardment.

The thanks of the Navy Days Secretary to all who had contributed to the success of the show were much appreciated. Special mention must be made of all the junior ratings who worked hard and long. We hope that August Navy Day will prove as much of a success.

In the field of sport, readers who know "Bunts," our mascot, will be interested to learn that he is still on a good wicket, his latest being "two through the slips" with which, as proud father, he presented us on our return from Easter Leave. The First Lieutenant, however, whilst not objecting to "Bunts," apparently decided against opening a dogs' home. Space will not permit an account of our cricket and darts activities, except to say that competition is keen.

Our good wishes go to departing Chief Yeomen who have, or are, leaving us to become Aircraft Handlers. Those so far selected to turn over to A.H. are Chief Yeomen Buckingham, Francis, H. W. Jones, Small, Stewart and Woodman.

And to all Devonport Communicators, "Vive Vale."

R.N.S.S., COOKHAM

After toying with such metaphors as "the chrysalids of Nissen huts transformed into summer butterflies," an atrocious pun about the masts in their "New Books," and enough quotations to turn all the major poets in their graves, we decided to say quite simply that Cookham's flowers and trees are once again a pleasant sight and setting. The snowdrifts and the ice are forgotten—well, almost forgotten—in paths and gardens which amply repay the care put into their preparation.

The training programme continues to be full and classes at Cookham now include nine of S.S. Tels., three of S.S. Sigs., one of Ldg. Sigs., qualifying, and one of Ldg. Tels., qualifying, besides refresher courses



First Impressions at R.N.S.S. Cookham

for ratings in the depot pool and touch-typing courses for ratings from other branches. The last two N.S. Sigs. classes have just completed course and all Sigs. classes are now on the new books. The wooden D/F mast is being replaced by a larger steel one, which should improve still further the results obtained in exercises with aircraft from R.N.A.S., Ford.

The Whitsun Navy Days entailed a break in training routine during which 150 trainees were loaned to H.M. ships in Chatham, where they were quickly initiated into the art of wielding a paint brush. We are pleased to record that they were highly praised for both their work and their conduct. The Signal School's section of the Navy Days display in R.N. Barracks was a great success. In addition to our old friend "Send a message by Naval Wireless" and exhibitions of both V/S and W/T equipment, we introduced a new item which we called "See and Hear your own Voice." A G.P.O. recorder unit was used to record the voice, while the wave form produced was shown on the screen of a cathode-ray oscilloscope, the record being played back afterwards. This proved a great attraction and, although the majority of the adults were microphone-shy, the children needed little persuasion to say their "party pieces." The officer handling the microphone used a Dimbleby technique to start people talking and now knows so many nursery rhymes so well that he is said to mutter them in his sleep.

Our hockey and Association football teams had very good seasons, and Rugby football fixtures, if not so successful, were equally enjoyable. The Nore Command Cross-Country Championship was run from Cookham and the Commander-in-Chief watched a win by the team from R.N.C., Greenwich, afterwards presenting the prizes. The cricket team is still finding its feet, but shows definite promise. Athletic training for our own and Nore Command Sports is also under way.

C.S.S. honoured us with a visit on 1st June and, in spite of threatening clouds, the weather remained kind during his inspection. After lunch he took the salute at a march past before watching a practical signalling



A Fine Body of Wren Trainees at Cookham

display on the playing field. We were pleased to be able to show him Cookham at this time of year and we are also looking forward to a visit from the Commodore, R.N. Barracks, during the summer.

"COOKHAM FRY."

NAVAL AIR SIGNAL SCHOOL

The events of the past quarter are shadowed by two tragedies. The first was the great fire on 25th February, which gutted the Officers' Mess; the second was the death, in a glider accident, of Lieut.-Cmdr. Winstanley shortly after he had relinquished the command of our Squadron, No. 783, to take up the post of Lieutenant-Commander (F) at Abbotsinch.

Lieut.-Cmdr. Winstanley's departure was caused by the merging of No. 783 Squadron and No. 771 Squadron (Fleet Requirements Unit) into a Miscellaneous Air Group with Lieut.-Cmdr. Bateman in command. This involves a considerable change in the responsibilities for maintenance of our aircraft.

The fire destroyed what was probably the finest small mess in the country. Fire-fighting was greatly handicapped by the lack of water in the water mains, the long distance from the sea and the very low tide.

As a result, two classrooms have been converted into the Wardroom Ante-Room and Mess, the Reference Library into a pantry and we are very short of Officers' accommodation. It is unlikely that the Mess will be rebuilt and proposals for alterations and additions, designed to provide the necessary accommodation and classrooms, are awaiting approval.

The fire had its lighter moments. One feature that stands out in our memory was the officer who was apprehended by a plain-clothes policeman for carrying off the Mess silver. He was released on establishing his identity and explaining that he was taking the silver to a place of safety under his wife's bed! The other was the sight of the chef, on his knees, blasphemously and ineffectually trying to coax a fire into life for making tea whilst the great fire raged a few feet away!

The cricket season is in full swing as we write and Leydene have taken a full revenge for their defeat last year. The first match was at Soberton and Leydene won handsomely by 101 runs. However, we are strongly of the opinion that local knowledge of their pitch had something to do with it! The second match was a draw, with Leydene scoring 122 for 5 wickets and the Naval Air Signal School 100 for 7 wickets. So far, there is no sign of the *Daedalus* Inter-Part Competition which we won last year.

We have now moved into our new canteen—one of the first to be furnished and decorated by the N.A.A.F.I. The decoration can certainly be described as striking, the bar representing the outside of an Olde Worlde Inn. The old canteen is rapidly becoming a much-needed classroom.

The Captain of the Signal School, Captain J. H. F. Crombie, D.S.O., R.N. paid us a welcome visit and walked round the Establishment.

The long-awaited Admiralty Fleet Orders on the future of the Commissioned and Warrant Air Officers and Telegraphist Air Gunners have been received (A.F.Os. of 1841 and 1902). The latter Admiralty Fleet Order is of particular interest, as it gives some details of the new Aircrewman Branch.

There have been three changes in the officer staff, Lieut. (L) Wheeler being relieved by Lieut. (L) Moore, Mr. Bodsworth, W.A.O. (O), by Mr. Rowsell, W.A.O. (O), and Mr. Woolmer, W.A.O. (AG), by Mr. Suggett, Cd. A.O. (O). Lieut. Wheeler has gone to H.M.S. *Warrior*, Mr. Bodsworth to H.M.S. *Condor* and Mr. Woolmer to Abbotsinch. Mr. Woolmer will be sorely missed in the sporting world.

H.M.S. "BRUCE"

The Communication Section of this Establishment, being also the youngest adopted daughter of *Mercury*, shyly makes her bow to that august parent and to her elder sisters in the other Home Establishments. This week (the 9th of June to be precise) marks the end of our first year of communication training, but being still in the probationary stage we lay no claim to noteworthy achievement. We can, however, look forward to the next year with confidence in the knowledge that the keel has been well and truly laid, and our embryo "Communicators" in the senior classes will shortly embark upon their future careers without undue trepidation.

In case some of our contemporaries have so far failed to "D/F" us, it may be as well to mention here that H.M.S. *Bruce* fell heir to that part of the "East Neuk o' Fife" previously known as H.M.S. *Jackdaw*. So far we have deemed it wise to keep out of print in order to avoid possible embarrassment to the hard-worked Divisional Officer, *Mercury*, through handling a flood of requests from adventurous Signal School worthies with an urge for the wide open spaces. In spite of our diffidence, however, fishing has been very good, so perhaps it would not be politic to ask our friend the D.O. what bait he is using!

In later reports we hope to give news of some of the personalities here. Time and space do not permit of

this at present, beyond the extending of our congratulations to C.P.O. Tel. E. Collins, Devonport Division, who has been nominated for the next wireless instructors' course. Whilst wishing him every success, we shall feel his departure keenly, for the energy and enthusiasm with which he has tackled the touch-typing instruction, coupled with his cheerful efficiency, have been a tonic to us all.

The enthusiasm, too, of many of our young "spiders" is matched only by the determination of their Instructors that they shall live up to the *Bruce's* motto: "By attempt I attain!" Our classes have also proved conclusively that successes in sporting and general Establishment activities, such as boat-pulling, running, boxing and even "bugling," are not incompatible with proficiency in signals.

S. G. O.

H.M.S. "GANGES"

Apart from one or two cases of flat feet, the King's Birthday Review is now a thing of the past and we are working down again for eight weeks of comparative peace.

K.B.R. was, by all accounts, a great success and we even got our photograph into *The Times* in our capacity as a sort of understudy to the Trooping of the Colour. Admiral of the Fleet Lord Cunningham took the Salute.

Sayings and Doings

Boy Tel. Keogh (*Hawke* 239) is captain of the cricket 1st XI.

Boy Tel. Gallagher (*Blake* Inst. Boy) has won the St. George's Prize for the best boy passing out in the Easter Term.

Sig. Boy. Jacques (*Grenville* 248) was the Victor Ludorum of the Annual Sports.

* * * *

Very New Entry who has been stopped by the Captain of Marines: "What! Have I got to salute you too?"

* * * *

Asked in an examination: "What rank is your Second Divisional Officer?"

"A Reconditioned Gunner, sir."

* * * *

Also in an examination: "What do you do with a message about whose accuracy of reception you are in doubt?"

"You put it in a log and wait till you get a reputation and then you deal with it."

* * * *

"Intra is a means of signalling through water."

* * * *

Items to be turned over on taking over a W/T watch: "... and whether you are in good W/T company."

* * * *

Which was the Communications mess who thought they could not do Shotley Routine because a Chief Yeoman cannot take a class on the parade ground?

R. B.

SIGNAL SCHOOL, ROYAL MARINES

In another part of this number will be found a short outline of the duties and training of R.M. Signals. We, as the headquarters of the Signal Branch of the Corps, make our first contribution to THE COMMUNICATOR in this number.

The School was opened in the late autumn of last year in R.M. Barracks, Eastney, and is gradually settling down in the new home and finding its feet.

Invaluable assistance has been obtained from all departments of H.M. Signal School, Leydene, in helping us over our teething troubles and we take this opportunity of expressing our very grateful thanks to all those concerned.

A Signal Club has been formed at the School consisting of amateur radio and pigeon sections, and is stimulating "out of hours" interest in these activities. Rumour has it that "Pigeon Counter Measures" are to be started in North Camp! Our amateur radio call sign is G3DIT and we shall be following Leydene's with interest.

We hope to contribute regularly to THE COMMUNICATOR in the future in the "Round the Home Establishments" section.

MORSE FLAG POST-MORTEM

My wireless is right out of action,
The flag-hoists I never can see,
And flashing drives me to distraction,
So bring back the wigwag to me.
Bring back, bring back, etc.

Last night as with hand-flags I struggled
I kept making W for Z,
You'll guess why the letters got juggled,
I dreamt that the wigwag was dead!
Bring back, bring back, etc.

The heliograph doesn't matter,
The sun seldom shines all that bright,
While "voice" drives me mad as a hatter
And telephones give me a fright.
Bring back, bring back, etc.

Oh, send your waves over the ocean
By Five-Unit Code—S.S.B.,
Of such things I haven't a notion,
So bring back the wigwag to me.
Bring back, bring back, etc.

A. D.

LETTER FROM THE SHIP'S CAT

THE MEWS,

THE WRENNERY, LEYDENE.

To The Editor, THE COMMUNICATOR

SIR,

Since the departure of the Sullage Horse it is clear that there will be a lamentable blank in your esteemed columns unless someone of the Lower Orders in Signal School takes up the theme where G.G. laid it down.

As the Official Ship's Cat I feel that it is my prerogative, and I hope you will not consider any claims put forward by the wretched Wardroom Pigeon or the Commander's Ducks or the D.S.O.'s Fishes or anything else with an inferior number of legs.

Personally I always thought that the Sullage Horse was a rather stuffy and pompous old boffin, far too much taken up with his dignity and the welfare of the Wrens and the appearance of his precious gash cart. (I could tell many a tale of juicy bits I have stolen from that in my time!) He failed, in my opinion, to air properly the point of view of the Lower Orders in your magazine and one result is that the Signal School is insufficiently aware of the importance of what few privileges are accorded, for example, to an Official Ship's Cat.

As I remarked to that fluffy little Tabby (additional) who hangs round the Beef Screen when I am on duty, it's a nice kettle of fish when the Ship's Butcher throws his bloody chopper at a Ship's Cat of my standing! Fortunately I escaped with my nine lives almost intact, though my pride suffered considerably at the loss of

part of my tail. The Tabby job thought it rather becoming, but I resent being called "Rodney" and "Nelson" by Ordinary Signalmen. I felt so strongly about it that I brought it to the notice of the O.O.W. one night when checking up during my rounds on a nice fire in his hut. We came to our usual arrangement about Rabbits for the next day and then he playfully trod on my tail as he always did, only to find it was missing. I might say that Butcher didn't last long and is now only too glad to have the Ship's Cat to talk to up the Persian Gulf!

At present I am rather taken up with this writing business and hope by this letter, following on those excellent stories I brought in for your last issue, to gain my qualifying claws in the literary sense. It might in time even take the place of my opera singing. Since my voice broke I find that my rendering of "O Sole Miow" by moonlight is no longer appreciated by the First Lieutenant, who, last time, drew his sword on me in his pyjamas. I remember nearly conceding a life thinking what a sorry figure he cut, until I recalled the Butcher and his wretched chopper and crash-dived into the telephone exchange.

My feline respects to all Official Ship's Cats, particularly those trying to do their duty at sea. I hope they will be in good voice for the annual O.S.C. Union Congress and Musical Festival, to be held this year, I understand, on the Breakwater at Portland.

Good hunting and Happy nights,

Yours officially,

"SHAKERS" (The Ship's Cat)

ROUND THE ROYAL NAVIES

ROYAL INDIAN NAVY

To many we will be remembered as H.M.I.S. *Talwar*—the Royal Indian Naval Signal School at Bombay, where, during the conflagration of arms, we strove successfully to build up a force of Sparkers and Buntings from a nucleus that existed as a young and small Communication Branch of the Royal Indian Navy.

Time marches on; India's flag takes its place with those of other Dominions, and, because of it, new plans and new ideas are in the offing. To us in the Signal world it means a new and permanent signal training establishment to cope with the requirements of our expanding Navy. The new Signal School is to be sited at Cochin, on the west coast of India, about 600 miles south of Bombay. Cochin is to be a combined training command for most of the branches of the Service. Building is now in progress.

In the interim, training of ratings has to be continued. The first batches of our Signal and Wireless Instructors have been put through their paces at H.M. Signal School, Leydene, and, in addition, various other courses have been going on in this establishment since January this year. The present R.I.N. and R.P.N. Officers' Long Course will be finishing at the end of September.

After the partition and with the return of most of the British officers, there is an acute shortage of (C) officers in the Service, and of senior Communication rates. We are, however, determined to get over this

difficulty, though it will require a lot of hard work.

The untimely death of Commodore M. H. St. L. Nott, D.S.O., O.B.E., R.I.N., in the recent air crash near Switzerland came as a great shock to us. This was a great loss to the Service, particularly to the Communication Branch. He was mainly responsible for organising the Communication Branch of our Service.

Earl Mountbatten, lately our Governor-General, left India on 20th June and carried with him the good wishes of the people of India, whom he has served so well.

Vice-Admiral Parry, at present Director of Intelligence at the Admiralty, is taking over the post of Chief of Naval Staff and Flag Officer Commanding R.I.N. next month. He was in command of the cruiser *Achilles* in the Battle of the River Plate.

H.M.S. *Achilles* is being commissioned as H.M.I.S. *Delhi* during early July. After working up with the Mediterranean Fleet, she is expected to be in India by September.

R.I.N. ships now wear the usual masthead pendant, White Ensign aft and the National Flag for'd. The National Flag has saffron, white and green horizontal stripes with Asoka's wheel in the centre.

Now that we have introduced ourselves into your columns, and said "Hullo," let us take the opportunity of wishing THE COMMUNICATOR good luck in its enterprise.

Jai Hind.

G. S.
R. I. N.



ROYAL PAKISTAN NAVY

The Second World War gave a great impetus to the development and modernisation of the Indian Navy, which had so far been looked upon only as a secondary line of defence. This small but efficient Navy, besides relieving the Royal Navy of the onerous duties of guarding the Indian coastline against any possible Japanese invasion threats, shared the honours of taking part in various campaigns and operations abroad.

The Communication Branch, which consisted mainly of the younger generation recruited in the later years of the last decade, not only kept up the high reputation which had been built by its opposite number in the parent body, the Royal Navy, but also set up new standards of efficiency. The Whitehall-Bombay and Colombo-Bombay Services during the war were a model for others to follow. The R.I.N. Signal School at Bombay was well known in the Communications world of the British Empire and the Commonwealth Navies.

Soon after the war came the inevitable division of the country into the Indian Union and Pakistan. Along with other Indian armed forces, it was decided to partition the maturing Royal Indian Navy as well. The first impact of partition brought a feeling of uncertainty, but the Navy soon carried out a disciplined reshuffle.

The Pakistan Navy has been very fortunate in getting a nucleus of well-trained and efficient men round whom can be built a strong modern Service worthy of the country's name. Pakistan has already set up a skeleton Signal School in Karachi for the training of junior ratings in the Communication Branch. Meanwhile, to keep pace with the Royal Navy, Pakistan officers and senior ratings are being sent to England for training. On completion of their training, these officers and men will help the Pakistan Navy in manning the several new ships which Pakistan intends to take over from Great Britain in the near future.

It is true that Pakistan has to build her new house brick by brick from the very scratch, but she already possesses a firm and strong foundation in the shape of her men who had once helped to form the backbone of the Royal Indian Navy. Given enough bricks and mortar, she will soon be living happy and sheltered behind the four walls of her new house, ready to contribute her share towards the peace and prosperity of this world, which is the primary concern of us all.

M. H. (R. P. N.)

STOP PRESS

The COMMUNICATOR stops the Press to extend the congratulations of our readers to the following Officers on their promotion dated 30th June, 1948.

Commander C. D. Bonham-Carter to Captain
Lt.-Commander to Commander

C. J. N. Eliot, B. D. Gallie, D.S.C.,
I. M. Balfour, M.B.E.

Instr. Lt.-Commander to Instr.-Commander
J. C. Dunstan, B.Sc., A.M.I.E.E.

A YEAR IN THE AUSTRALIAN SQUADRON

Since June, 1947, the commitments of His Majesty's Australian Squadron, which include small forces permanently stationed in Japan and New Guinea, have precluded more than an occasional concentration of a representative unit of the Squadron. In addition to commitments outside Australian waters, the manpower situation, caused by the demobilisation of the "two-year-men," and the birth of Australian Naval Aviation have somewhat impeded the movements of the Squadron.

Nevertheless, we have achieved some "showing the flag" cruises by units of the Squadron: ports of call have included Brisbane (for Show Week), Westernport (Flinders Naval Depot, home of H.M.A. Signal School), Hobart, Tasmania (for the Annual Regatta), and New Zealand, where *Australia* and *Bataan* visited Dunedin, Christchurch, Wellington and Auckland in March this year. We heartily endorse the remarks on page 27 of THE COMMUNICATOR, Christmas, 1947, concerning Waiorou's Radio Telephone Service; most useful telephone conversations were held between the Flag Lieutenant, Secretary and S.O.O. in *Australia* and Naval Members of the New Zealand Naval Board and staff officers in Wellington while the ship was on passage from Hobart to Dunedin.

As well as the occasional cruise, we have enjoyed three most useful exercise periods, in which units of the Royal Navy, Royal Australian Navy, Royal New Zealand Navy, Royal Australian Air Force and United States Navy have taken part.

The exercises most worthy of mention are those of February this year, when United States Task Force 38 (CV *Valley Forge*, wearing the flag of Rear Admiral H. M. Martin and destroyers *Lowe* [Comdesron 13], *Keppler*, *Lloyd Thomas* and *William M. Wood*) and a unit of H.M. Australian Squadron (*Australia* wearing the flag of F.O.C.A.S., *Batan* [D.10], *Quickmatch*, *Culgoa* [Fox 1], *Murchison* and *Shoalhaven*) took part in Exercise "Jumbuk" (see "Waltzing Matilda").

"Jumbuk" was a series of exercises, beginning with a sortie from Sydney Harbour by the combined forces organised into one Task Force (38) by Rear Admiral Martin (C.T.F.38), the Senior Officer. After the sortie, the force was reorganised and Australian destroyers and frigates joined Comdesron 13, under whose orders they formed part of the Screen Group (T.G.38.3). Simple manoeuvres were exercised with destroyers and frigates on a circular screen. These were followed by a night-encounter exercise and, next morning, by air attack and defence of the combined squadron, in which aircraft from *Valley Forge* and Eastern Area R.A.A.F. took part.

The outstanding feature of these exercises was the successful intercommunication between U.S.N. and R.A.N. Each Australian ship was issued with a copy of the G.S.B., and voice and visual communications were exercised in harbour before the squadrons

sailed. VH/F was used for Fleet wave, C.A.P. wave and PLOT wave and H/F for Screen wave and Task Force Common. V/S and wireless procedure presented no obstacles, and both sides obtained very good value from the twenty-four hours co-operation at sea.

The Flag Officer Commanding H.M.A. Squadron remarked on completion of "Jumbuk":

"The exercises were valuable training and it was encouraging to find that both the R.A.N. and the R.A.A.F. could operate successfully with the U.S.N. in peace time. This is in part due to the leavening of officers in all three Services who have had war experience in inter-Allied operations. I consider it most desirable that every opportunity should be taken to exercise together so that the younger officers realise the factors inherent in naval operations with the U.S. Navy."

The fact that neither of the squadrons' communication officers had had any previous experience of British-American operations speaks well for "the common doctrine."

N. L. T. K.

NOT AS A GENERAL RULE

The tropical sun beat down upon the snug naval radio station tucked away in the corner of a far-flung outpost of the British Empire. "Trouble is, it wasn't flung far enough!" ejaculated the Chief as he lowered his torso into the deck-chair on the veranda for the "post-tot" nap. His few minutes' "think of home," however, were soon shattered by the shrill ringing of the telephone. With a long sigh, he reached for the instrument which, as usual, poured out the same old story. "Number one transmitter fallen over, Chief."

With a muttered grunt of resignation at the forfeiture of his doze, the Chief plodded through the burning desert sand in the direction of the transmitting station. Suddenly he halted . . . Yes, he would have a nap after all, for hadn't he at last got an assistant? Only that very morning a radio mechanic from Wales, Dai Poll, had arrived from the United Kingdom. He was one of the first radio mechs, and the Chief's chest swelled with pride as he realised that *he* was one of the lucky Chiefs to whom the powers-that-be had sent someone to help with the many technical problems that arise.

He arrived at the transmitting station, where, sure enough, the Welsh Wizard was waiting! The Chief dived into the "innards" of the transmitter and removed a large resistor. "Here, measure this will you? . . . should be five thousand ohms." Away dashed the new arrival. He returned in a few minutes, panting, and his face beaming at the success of his first mission.

"Well?" snapped the Chief.

"Exactly five and a quarter inches," replied the new broom!

TYPES WE DEPLORE—II

A clever young Sparker named Smee
Jeered at Chiefy's respect for H.T.

Till a series of jolts
From a mere thousand volts
Proved that Chiefy knew far more than he.



Place: Subic Bay.

Date Time: . . . Middlewatch some time in July, 1945.

Circuit: Harbour Voice.

0115—"Joystick, Joystick, this is Battlebox,
How do you read me, over?"

"Battlebox, this is Joystick,
I read you Five by Five, out."

0130—"Joystick, Joystick, this is Battlebox,
How do you read me, over?"

"Battlebox, this is Joystick,
I read you Five by Five out."

0145—Ditto.

0200—Ditto.

0215—Ditto.

0230—"Joystick, Joystick, this is Battlebox,
How do you read me, over?"

"Battlebox, this is Joystick,
I read you Two by Two—Too bloody loud and
too bloody often, out."

ROUND THE FOREIGN STATIONS

MEDITERRANEAN

Here in Malta the summer has already begun in May and with it comes the promise of bathing, picnicking and all those other benefits of clement weather.

"New" seems to be the keyword of the last few months.

The Communication Organisation has blossomed in the spring and two small children in the shape of a Fixed Service to Fayid and a Shore Stations Broadcast have been duly conceived, born and christened in a very short time.

A new word has been heard in the land with the introduction of "Marsex" (or Communication exercises by, with and from F.O.D. in Marsamuscetto Harbour). Lascaris, however, continues to exercise the ships in Grand Harbour and at sea and to pump out the touch-typing and S.B.X. broadcast on "all the sixes."

Strange new flags have been fluttering bravely from the masts of all ships, although, for the present, they still keep in close company with their brothers of the old books.

New looks can be seen on the faces of nearly all the Communication personnel here, due rather to the imminent arrival of the new books than to the dictates of fashion.

Speaking of new looks, you should see our Wrens!

There are now eighteen Signal Wrens in Malta and two Wren Officers. Ten (four Leading Wrens and six Wrens) work in the Cryptographic Office and the remainder (two P.Os. and six Leading Wrens) in the Secret Cryptographic Office. These last eight arrived fresh from their conversion course at the end of March and proved their worth during a very busy period. Between cruises they have the benefit of the knowledge and experience of two W.C.Os. and four C.Y.Ss.

The imposing building of Whitehall Mansions contains the Wrennery and overlooks Msida Creek. There is the added fascination of minesweepers and a destroyer in reserve lying in the curiously clear waters. Before the Spring Cruise H.M.S. *Forth* honoured us with her presence, and at least one Ce. officer found pleasure in gazing at such a splendid aerial array from her cabin.

Signal Wrens have been observed leading a gay life and there have been two engagements within the branch. At a recent Wrens dance, F.C.O. was completely cut out by a strong force of Tels. and Sigs., one Signal Wren having three in attendance.

F.C.O.II has been sailing a Communication whaler and keen sailing Wrens are to be included. It is to be hoped they won't emulate one of their officers who fell into the lee scuppers outside Grand Harbour, her only excuse being that her legs were too short.

The Wrens were given an opportunity to say farewell to Admiral Willis on 13th May, when thirty were invited on board H.M.S. *Surprise* (the C-in-C. Des-

patch Vessel) and lined the poop deck. Three Signal Wrens were included. The remainder with the staff stood on the bastion above Lascaris. As H.M.S. *Newcastle* slipped with Admiral and Lady Willis standing up above the bridge, the cheering was taken up from Lascaris to St. Angelo and a particularly high-pitched cheer came from *Surprise*, to which Lady Willis responded with a special wave.

On clearing the harbour entrance, *Newcastle* steamed through two lines of destroyers, frigates, sloops and minesweepers, and, with the enormous flag of a departing Commander-in-Chief waving a final farewell, disappeared into the sad mists of a Scirocco.

* * * *

Admiral Power becomes Commander-in-Chief

Admiral Sir Algernon U. Willis, G.C.B., K.B.E., D.S.O., was succeeded as Commander-in-Chief, Mediterranean, by Admiral Sir Arthur J. Power, G.B.E., K.C.B., C.V.O., former Second Sea Lord, on 13th May.

Admiral Willis, who became Commander-in-Chief, Mediterranean, in April, 1946, returned to the United Kingdom by air, landing at Northolt. He will become Commander-in-Chief, Portsmouth, in July, relieving Admiral Lord Fraser of North Cape, G.C.B., K.B.E., who is to become First Sea Lord.

H.M.S. "Mauritius" Home

When the cruiser H.M.S. *Mauritius* (Captain Lord Ashbourne, D.S.O., R.N.) arrived at Portsmouth to pay off after two years' service in the Mediterranean, she displayed a 5-foot-high "Cock of the Fleet" emblem on the superstructure to indicate her sporting successes during the commission. Her crew won the 1946 Mediterranean Regatta and tied with the cruiser H.M.S. *Liverpool* in the following year.

"Euryalus" brings High Commissioner from Palestine

When the British mandate over Palestine was legally ended on 15th May, the High Commissioner (General Sir Alan Cunningham) left Haifa in the cruiser H.M.S. *Euryalus*.

THE SIGNAL TRAINING CENTRE, MALTA

At last the Signal Training Centre, Malta, has come to rest. In the past few years it has had three homes, Verdala Barracks (H.M.S. *Euroclydon*), the Royal Naval Barracks, Camarata, and finally H.M.S. *Ricasoli*.

H.M.S. *Ricasoli*, until quite recently Fort Ricasoli, is situated on the port side as one passes the Breakwater entering Grand Harbour.

It has a most interesting history and, in days of yore, Ricasoli Point was the site of the Malta "Gallows" and many a swinging not connected with lead.

In 1565, during the Turkish siege of Malta, the



H.M.S. "Ricasoli"

(Aerial view)

Knights of St. John in Fort St. Angelo erected a battery on the site of the present establishment.

Here, in 1629, the Knights of St. John completed a small fortress to prevent the escape of slaves from Grand Harbour.

The present fort was built in 1670 and until 1944 was occupied by the Army, being handed over to the Royal Navy in the September of the latter year.

The seaward part of the fort is still used by the Army, and it was the guns in this section which successfully repulsed the Italian E-boat attack on the Grand Harbour in the Second World War.

In addition to the Signal Training Centre, H.M.S. *Ricasoli* houses "Leadership Courses," a Cookery School, the Fleet Photographic Centre, the Fleet Target Centre and the personnel of the Rifle Range.

The Signal Training Centre is now in full swing, with the usual courses, L./Tels., L./Sigs., Cryptographers, Touch-Typists, Voice, D/F, etc.

The Instructors are drawn from the three Depots; they have a nice Instructors' Room with the tea boat always at the ready, and in the stand-easy spend their time criticising each other's depot.

The amenities of H.M.S. *Ricasoli* are considerable. The outdoor sportsmen will find football, cricket and hockey grounds inside the establishment, whilst just below and inside Grand Harbour is the Fleet Bathing Lido, complete with rafts, diving boards and water-

polo pitch.

For the non-native and those not attracted by the night life of Malta there is a well-equipped canteen with billiards, table tennis, cinema and, of course, the renowned Blue Label.

If you are interested in gymnastics there is a gymnasium equipped with a boxing ring and badminton court.

Last, but not least, there is a "ghost," of which it is hoped to provide further details when modern scientific research methods, as illustrated below, have had time to investigate this "spurious spookology."

GREEK AND CRETE CAMPAIGNS ANNIVERSARY

The following message received from His Excellency The Governor General of New Zealand, Lieutenant-General Sir Bernard Freyberg, V.C. was issued by the Admiralty on 20th May: "On the seventh anniversary of the Greek and Crete campaign the 2 N.Z.E.F. remember with gratitude their comrades in the Royal Navy, and they will never forget what they owe to their efficiency and magnificent courage during those difficult days."

The following reply has been sent to His Excellency: "We shall not forget the fortitude and endurance of the New Zealanders during the dark days of Greece and Crete. It was a privilege for the Royal Navy to give what help it could to such a gallant company."



C.Y.S. Rigged for Nightly "Spook"-hunt using latest Scientific Research Methods.

AMERICA AND WEST INDIES STATION

DRESSING SHIP OVERALL

The Communicators of the A. and W.I. Station have read with great interest (and with much comment) the new methods of dressing ship with the "spring clips" that have been experimented with on board H.M.S. *Vanguard*.

But perhaps one of the most unorthodox methods ever to be employed in dressing ship overall has been taking place at Admiralty House, Bermuda, since November of last year, when Admiralty House decided to conform to the ships of the Squadron, and H.M.S. *Malabar*, and dress ship on the days designated for same. The 70-foot mast in the rear grounds of the house were fitted with port and starboard masthead halyards, and a pair running down the centre of the mast on which to fly the flag of the Commander-in-Chief.

The only major snag to overcome was where to secure the bottom end of the lines, as circumstances at the time did not permit the sinking of cement and ringbolts. A reconnaissance of the grounds led to the discovery of a cedar tree some forty feet to left of the mast, to which the port halyard could be secured, and a heavy barrel of cement to the right of the mast, to which the starboard halyard could be secured. No standard dressing lines were fitted to the mast, so flags were bent together in the nearest order to that laid down in the V.M.H. for dressing ship as a single-masted ship.

On 11th December the first attempt was made, "Lower Deck" being cleared, including such personalities as the Cook, Admiral's Joiner, the Chief Writer, barges' and motorboats' crews. On receipt of "Hoist Away" from the F.C.O., who was taking the time from the Flagship, H.M.S. *Sheffield*, this mixture of hands ran away with the lines over tall grass and rocks, dodging trees and jumping bushes, until the top of the lines were close up, and then secured the ends of the halyards to the cedar tree and the barrel of cement respectively. This method of dressing ship was repeated on numerous occasions, with great success. From a distance, the effect was impressive as taller trees and bushes hid the base of the lines and the method by which they were secured.

This evolution of dressing ship at Admiralty House is still carried out with all sincerity, just as if performed on board, and with the usual competition of being "first up" before the Flagship. With the limited facilities provided by Nature, these evolutions have been very successful and effective. I cannot say that I recommend this method to the many other R.N. shore stations who may care to dress ship, but if you like the idea, make sure that your trees are well and truly planted!

F. H.

EAST INDIES AND SOUTH AFRICAN STATION

H.M.S. *BIRMINGHAM*,

East Indies and South African Station.

To the Editor of THE COMMUNICATOR

SIR,

Here in the far-flung outposts, etc., almost in the middle of a tropical thunderstorm, the still small voice of THE COMMUNICATOR has reached us and we are going to assume that it was not purely "How many copies can we sell you?" but a genuine desire to say "Hullo" that prompted this contact. Ours will not be a long story, for what little we have done has been quite well reported in the newspapers.

We were just getting settled at Trinco—"resigned" is the right word—when out of the blue came news of a trip to South Africa, for no less important job than Flagship for Commander-in-Chief, S.A., and in fact we sail in a couple of days, visiting Mauritius en route.

Worthy of mention I think was the East Indies Regatta, won by *Birmingham*, the best race being the Communication Whaler, which procession we led by almost one-fifth of the course.

Captain Haines, C.B.E., a well-known communicator, will leave us in "Snooky" and will be greatly missed by us all. The news of the appointment of Mr. W. F. Clarke, W.C.O., has been received with somewhat mixed feelings by the C.P.O. Tel. and C.Y.S., since it involves a slight financial setback, but most of us want to be in on "what's new," so we shall be pleased to see him.

That's all about current affairs, but I should like to say that THE COMMUNICATORS we did receive were held in high esteem. Wishing you lots of success in the future, we'll say "Tot Siens" for the present and promise not to neglect you in the future.

Sincerely yours,

On behalf of the staff,
B. E. H., C.Y.S.

* * * * *
H.M.S. *NEREIDE*,

Simonstown,
South Africa.

To the Editor of THE COMMUNICATOR

SIR,

The following brief account of the recent activities of H.M. Ships *Nereide* and *Actaeon* on the South Atlantic Station may be of interest to your readers.

Nereide and *Actaeon* (Senior Officer) left Simonstown in company at 1200 on 3rd February, albeit rather hurriedly. The voyage to Accra, which we sighted at dawn on 14th February, was without incident. The two ships then proceeded to "show the flag" along the coast to Takoradi, where both ships refuelled, *Nereide* being ordered to Accra at 2000 the same day. Rioting had taken place here, but I do not propose to discuss the political side of the disturbances.

One of our main problems was maintaining com-

munications with the Nigerian Army and with *Actaeon*. This we managed quite successfully, though in the former case rather ponderously. "SL" Broadcast provided us with external information. Frequent Sitreps to the Admiralty also added to our problems. However, these did not prove insuperable and on the whole I think *Nereide* did rather well. Our graph of traffic returns showed a very noticeable peak.

The anchorage at Accra is open and at all times there is a heavy swell and the ship rolled heavily day and night. We had a fortnight of this game with no shore leave before exchanging stations with *Actaeon* at Takoradi, where a canteen had been opened on the jetty. This allowed us some refreshment and we could at least stretch our legs on the jetty. The Communication problem reared its head again here and L/Tel. Hickie was landed with a TCS to maintain liaison with the Army.

No rioting had taken place whilst the two ships had been on the Gold Coast, so it was decided that *Nereide* should be sent back to Simonstown for her much-needed refit on Tuesday, 30th March. On Easter Monday rioting recommenced in Accra, though on a small scale, and it quickly petered out. However, it was the cause of *Nereide* staying on.

On Sunday, 4th April, *Nereide* was ordered to Accra to relieve *Actaeon*, who was sailed to Lagos for a short visit, as the Governor wanted a ship on hand for Monday, 5th April, when political prisoners (six) were being released. These men had taken part in previous rioting. No disturbances occurred and the Governor agreed that should everything remain quiet and with the arrival of a committee of investigation from the United Kingdom he would be able to dispense with our services. It was thereupon decided that *Nereide* should be sailed for Simonstown on Friday, 9th April.

At 1230 on Friday *Actaeon* arrived at Accra from Lagos and proceeded to take all our stores, our Captain signalling her that we felt like Old Mother Hubbard. After this operation *Nereide* sailed for Simonstown and refit, arriving late on Tuesday, 20th April, after an uneventful voyage.

Yours faithfully,
H.G.F. (Yeo. of Sigs.)

* * * *

NEW COMMANDER-IN-CHIEF

The flag of Vice-Admiral C. H. L. Woodhouse, C.B., was hoisted at Trincomalee on 12th May when the East Indies Station came under new command. Admiral Woodhouse succeeded Admiral Sir Arthur Palliser, C.B., D.S.C., who struck his flag at sunset that day in H.M.S. *Norfolk*. Admiral Woodhouse has since transferred his flag to the *Norfolk* and proceeded in the cruiser to Colombo.

H.M.S. "NIGERIA" RETURNS TO U.K.

The cruiser H.M.S. *Nigeria* (Captain B. L. Moore, C.B.E., R.N.) returned to Plymouth from the South Atlantic Station on 24th May.

WHO'S WHO IN TRINCO D.S.S.

Who, or rather what, can it be? I doubt if the experts of Radio's Twenty Questions would have arrived at an answer in twice the number of queries. It was a signalman, for the badge of crossed banners adorned its vestments. It was human because it suddenly spoke (and has not ceased). The voice arose from the depth of a Service mattress, surmounted by a pair of antennae, giving the information that something new had been added to D.S.S., Trincomalee. It was our new S.D.Oist, and his cat. This male feline rejoices in a most unprintable name, denoting virility, and was led into its new abode on a lead by its master.

"Maybe it is Buck Rogers, bringing 'em back alive," was the common hope, but we were disappointed. His name was Monk.

Since that day never a dull moment has been known at D.S.S. It is whispered that he is a third cousin, twice removed, of Heath Robinson, for surely nothing else can be responsible for his many and varied ideas.

Quite good ideas, too, on how to improve upon Nature, if D.S.S. were equipped with Harland & Wolff's workshops, and unlimited labour. Nature here is in the form of jungle and hills, but to him this is a mere bagatelle.

"What mean the elements to a man with faith?" he challenges. "Tomorrow we shall have a garden, and the day after we shall clear away the jungle, giving a view of the harbour to the Main Bhanda." We now have a garden, or did have until he knocked it from the window ledge.

A greater athlete never entered the Forum of Rome, nor was admired as Monk admires Monk. Be it



TRINCO D.S.S.

cribbage or solo, billiards or table tennis, snooker or darts, he is S.E.A.C.'s greatest—he has yet to win any of these games, but that does not curb his mania for issuing challenges to all and sundry—one day he hopes to win, now boasting that all his failures are due to his great sportsmanship. That is Monk. Multiply him by fourteen, in a much milder form, and you shall have the complement of Main Bhandia D.S.S., Trincomalee, Ceylon.

J. M. W.

HOME FLEET NEWS

"REBIRTH OF THE ROYAL NAVY"

There was considerable naval activity in home waters during May. H.M. ships paid ceremonial visits to ports and resorts, "Navy Days" were held in H.M. Dockyards during the Whitsuntide week-end, and Exercise "Dawn"—the biggest naval and air manoeuvres since 1939—took place in the North Sea.

For the manoeuvres, described by the First Lord of the Admiralty (Viscount Hall) as "virtually the rebirth of the Royal Navy after its post-war run-down," nineteen H.M. ships and eight submarines put to sea from Scottish ports.

The naval authorities consider that they learned many valuable lessons and that the exercise was very successful.

* * * *

SUMMER PROGRAMMES FOR SUBMARINES, AIRCRAFT AND CRUISER

A summer cruise of the 2nd Submarine Flotilla began when the Depot ship, H.M.S. *Maidstone* (Captain H. C. Browne, C.B.E., D.S.O., R.N.), accompanied by the destroyer H.M.S. *Onslaught* (Lieut. Cmdr. J. D. Greene, D.S.C., R.N.) and four submarines, sailed from Portland for Scandinavian waters.

Towards the end of June, units of the 2nd, 3rd and 5th Submarine Flotillas took part in the Flag Officer Submarines' Summer War Exercises in the North-Western Approaches, in the course of which submarines carried out patrols under war conditions, and made use of the latest developments in undersea warfare.

During July, the 3rd Submarine Flotilla, with the depot ship H.M.S. *Montclare* (Captain J. E. Slaughter, D.S.O., R.N.), will sail from Rothesay for its summer cruise which will include visits to home and foreign waters.

* * * *

FAMOUS BATTLESHIP ENDS HER NAVAL CAREER

The colours of the famous old battleship H.M.S. *Queen Elizabeth* were hauled down for the last time at Portsmouth on 15th May. The ship, now out of commission, is being prepared for the shipbreaker's yard.

A.P. 909779

There was once a P.O. in the Stores Depot at Gibraltar who was greatly troubled by the presence of rats—to the detriment of Admiralty property in his charge. Having taken much thought about arranging for the elimination of these rats, he had a signal made to Admiralty as follows:

"Request permission to purchase locally, debit being made from petty cash account, a watchdog to keep down the rats in the store depot under my charge."

The reply eventually arrived, which was to state:

"Permission to effect local purchase of one watchdog cannot be granted; however, a new Pattern Article has been instituted—A.P. 909779 *Dog, Watch, complete with collar and chain*, and two of these Pattern Articles are being dispatched to you per H.M.S. *Tragedy*, due to arrive on June 1st next."

June 1st saw *Tragedy* docked and the P.O. (Stores) taking receipt of the Dogs, Watch, complete with collar and chain. But one Dog, Watch, had chewed the collar and chain belonging to the other Dog, Watch, thereby rendering it incomplete. A further signal to Admiralty from the P.O. (Stores) was dispatched, reading: "Two in number Admiralty Pattern 909779, Dog, Watch, complete with collar and chain, have been received; request permission to purchase locally one collar and chain, as one of the Pattern Articles has been damaged in transit."

The reply to this signal took the form: "Permission to effect local purchase of one collar and chain cannot be granted, as this would involve the modification of a Pattern Article, which may not be done. A further Dog, Watch, complete with collar and chain, is being dispatched per H.M.S. *Addendum* to replace the article damaged in transit."

H.M.S. *Addendum* duly arrived, and the Pattern Article was delivered, so the P.O. (Stores) now had his two Dogs, Watch, complete with collar and chain, on guard at the depot and the losses due to rat infestation decreased to a negligible amount.

* * * *

The story might end there, but, after a few short weeks, the P.O. found that the replacement Dog, Watch, etc., was not a Dog, Watch, at all. It was really a Bitch, Watch, complete with collar and chain; so now the happy situation is that the P.O. (Stores), Gibraltar, supplies H.M. Dockyard, Portsmouth, with "Dogs, Ordinary," for conversion into Pattern Articles.

J. S. F.
A.S.R.E.

NOTICE

Please read carefully all the advertisements in this issue. They are as important to you as the remainder of the text matter. The ADVERTISERS certainly deserve well of every member of the Communications Branch, Royal Navy.

THE SAILOR PAINTS HIS HOUSE

[Extract from a letter recently received by the Editor]

Perhaps you are not interested in gardening, or in painting the outside of a house—another of my fine-weather-spell activities. I took it on without very careful consideration of what was involved, and was horror-struck when I realised that I was expected to paint the pieces of wood which nestle under the eaves, gables and what-not. My ladder, even fully and hazardously extended, wouldn't make it, and my initial efforts at remote-control spraying with the garden syringe were calamitous. It became more and more uncomfortably evident that I should have personally to be present at the intended scene of operations. So I manufactured a further extension for the foot of the ladder, reinforcing some of the less-robust sections, knot-holes and so forth, with short lengths of angle-iron. The resultant structure was far too unwieldy to be hoisted into position by one somewhat infirm body, so I fixed a pair of perambulator wheels to the masthead (the t'gallant masthead, as the sailor would say) and wheeled it up the wall. Then tremulously I scaled this remarkable piece of mechanism and clung perilously to its summit, the petrified hub

of a whirling system of terror and vertigo, the mute target for the taunts, insults, witticisms, comments and (worst of all) the advice of the passers-by. But it is one of the most merciful dispensations of a beneficent Providence that an intolerable situation can sometimes become not only tolerable but enjoyable, and by the time the sixth brushful of paint had been whipped away by the wind I had so far recovered my *sang-froid*—or do I mean *savoir-faire* or *amour propre*?—that the next audible passer-by rocked back on his heels, crossed himself and fled with his fingers in his ears. I think he had led an unduly sheltered life.

And after that no creature spoke, and not an infant cried,

The cyclist would not ring his bell nor whistle as he'd ride.

And children coming home from school crept by the other side.

And not a wretched mongrel yapped nor thwarted rooster crowed,

No silly sheep would dare to bleat and not a heifer lowed,

And solitude and silence reigned along the Gosport Road.

I think the invective faculty is the most diverting of them all.

R. S.





Soberton Towers, Hampshire — Living Quarters of the Wrens of H.M. Signal School

Drawn by Wren Sheila Rogers

W.R.N.S. NOTES

In April of this year First Officer J. Davies left H.M.S. *Mercury* to join H.M.S. *Drake* as Officer-in-Charge, W.R.N.S. The "old hands" at Leydene will recall that First Officer Davies qualified as a Signal Officer in a (Ce) Course in the early days of the war and returned as Commander's Assistant before taking the reins as Officer-in-Charge, W.R.N.S. In saying good-bye we wish her happiness and success in her new appointment.

First Officer B. J. Wood has taken her place as Officer-in-Charge, W.R.N.S., at Signal School.

The main activities of the *Mercury* Wrens during the past few months have been in sporting events.

The winter season ended in a great victory for *Mercury* against R.N. Barracks in the final of the Inter-Unit Hockey Tournament. After a replay in gruelling conditions, and cheered on by many supporters, *Mercury* proved the better team and were

presented with the cup.

The summer season has begun well, the cricket team having beaten H.M.S. *Collingwood* in the first round of the Inter-Unit Cricket Tournament, and the tennis team having beaten H.M.S. *Kestrel*, to reach the second round of the Inter-Unit Tennis Tournament. Our Wrens have also done well in the Swimming Trials, and six of them have been chosen to train for the Portsmouth Command swimming team.

The Portsmouth Athletic Trials have just been held. Wren James, of *Mercury*, won the 100 Yards and 220 Yards, and our Relay team won the cup.

We were represented by one Wren in the Command rifle shooting team and L/Wren Stafford excelled herself by winning the Aggregate Cup in her class at the Port Rifle Meeting and she is now training for Bisley.

We also had three representatives in the Command



L/Wren Stafford receiving the Aggregate Cup from Mrs. McLaughlin at the Port Rifle Meeting, Portsmouth.

fencing team and one in the Inter-Services squash team.

From this account it will be realised that we are very proud to have so many individuals and teams who have done well in such a wide variety of sporting activities and we now look forward to increasing our array of silver cups.



H.M.S. "Mercury" Wrens Hockey XI.
Inter-Unit Hockey Champions

RECENT ADMIRALTY ORDERS

582/48—Automatic Telegraphy—Introduction, Technical description, etc.

724/48—Advancement to A.B. rate in Communication Branch.

747/48—Amateur Wireless Licences—Exemptions from exams.

816/48—Educational qualifications for Warrant rank.

907/48—Tufnell boxes—Modifications for new flags.

971/48—School training of Boys at sea.

1129/48—The Radio Tree.

1282/48 } Advancement of Boys to the Ordinary
A.G.M.869A } rate.

1751/48 } Touch-typing—compulsory for advance-
S 83/48 } ment.

A.G.M. 853A—Reintroduction of swimming test as a qualification for advancement to Leading rate.

TOPICS OF SIGNAL IMPORTANCE

TRANSFER OF H.M. SHIPS

Cruiser and Destroyer for China

The light cruiser H.M.S. *Aurora*, which became known to Italian seamen during the war as the "Silver Phantom" because of her exploits in the Mediterranean, was transferred at Portsmouth to the Chinese Navy. With her was transferred the destroyer H.M.S. *Mendip*.

The *Aurora* will be known in future as the C.S. *Chungking*, and the *Mendip* as the C.S. *Lingsu*.

H.M.S. "Venerable" for Royal Netherlands Navy

The light fleet carrier H.M.S. *Venerable* has been purchased by the Royal Netherlands Navy, and she will be renamed the *Karel Doorman*.

This "Colossus" class carrier was completed at Messrs. Cammell Lairds, Birkenhead Yard, in 1945, and in that year she formed part of the force which accepted the surrender of units of the Japanese Fleet at Hong Kong.

R.N. AIRCRAFT FOR NEW YORK

A composite squadron of representative naval aircraft was embarked in the aircraft carrier H.M.C.S. *Magnificent* (Commodore H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N.) on 25th May. The squadron proceeded in the carrier to Canada, *en route* for New York, and when in the U.S.A. will take part in the International Air Exposition, 31st July to August 8th.

The squadron consists of two Sea Furies, two Sea Hornets and one Sea Vampire, which is a "jet" fighter. Under the command of Lieut.-Cmdr. D. B. Law, D.S.C., R.N., will be five officers and thirty ratings of the Royal Navy.

APPOINTMENTS

The following appointments have been announced:

Captain H. P. Currey, O.B.E., R.N., to the triple post of Deputy Superintendent, Captain of the Dockyard, and King's Harbour Master, Devonport, in succession to Captain F. J. Butler, M.B.E., R.N.

Captain D. P. Evans, R.N., from the command of H.M.S. *Devonshire*, to be Commodore-in-Charge, R.N. Barracks, Portsmouth, succeeding Captain A. D. Nicholl, C.B.E., D.S.O., R.N.

Captain A. F. St. G. Orpen, O.B.E., D.S.C., R.N., to succeed Captain Sir R. W. Stirling-Hamilton, R.N., as Chief Staff Officer to Flag Officer Commanding Reserve Fleet and as Senior Officer, Reserve Fleet, Chatham, on 30th June.

MISSING SHORTS

The day's exercises were completed, and the ship came slowly to anchor outside the harbour. I took over the First Dog Watch happy in the knowledge that all would be quiet after a day of "panic stations" for the Communication Department.

The local shore station had been eagerly awaiting our arrival, as there were sundry messages outstanding, we having been out of touch on Port Wave for some time. Among the many messages we received was "Have private telegram for Lieut. A. N. Other." The officer wished the contents to be signalled, so the reply was dispatched: "Open and signal contents." It seems that the officer in question was expecting his wife overland and there had been some delay in her arrival. "Let me know as soon as possible what the reply is," said he.

In a few minutes the telegram was handed to me by the operator: "Sorry I am late, have had CHILD on train." It struck me as being rather peculiar, but, reflecting that Nature had played many such tricks before, I sent it post-haste to the officer in question.

A few seconds later the ashen-white face of the recipient peeped round the door of the office, and with a voice akin to a death rattle said: "Are you quite certain about this telegram?" "Of course," said I, for wasn't my operator a man with two badges and well known for his impeccable operating?

Staggering into the office, Lieut. A. N. Other dropped into my chair, gazed at the far bulkhead wall and croaked: "But I haven't seen my wife for a year!" After dwelling a suitable pause, I endeavoured to console him. "Are you quite certain about that message?" he kept repeating. Reluctantly, I promised to check with the operator and then get a repetition. Reluctantly, I say, because wasn't my operator a man with two badges and of unimpeachable integrity?

"No offence, old man," I said, "but would you get a check of this telegram?" He fixed me with the stare of a man married to his work, but after coaxing, and the mention of "sippers," he agreed, and straight back came the answer:

"Sorry I'm late, have had CHILL on train."

Moral: always make sure you are not *missing shorts*.



Blind Approach

It's an interesting photograph . . . Quite apart from the humorous angle, the baby's white blouse and the black hat represent extremes in light values. To make a "blind approach" at the exposure for such a picture by guessing would probably result in a failure. The best way to ensure correct exposures is to use a Weston "Master" Exposure Meter. It will give you the correct f/stop and exposure time for all your photographs in an instant and will save you time, trouble and money. The Model S74/715 "Master" meter combines the high sensitivity and the dependability for which Weston is world-famous. Please ask your dealer for details.

P.S. If you want a blind approach landing indicator, we make those too, and a very wide range of the finest electrical instruments available for precision measurements.

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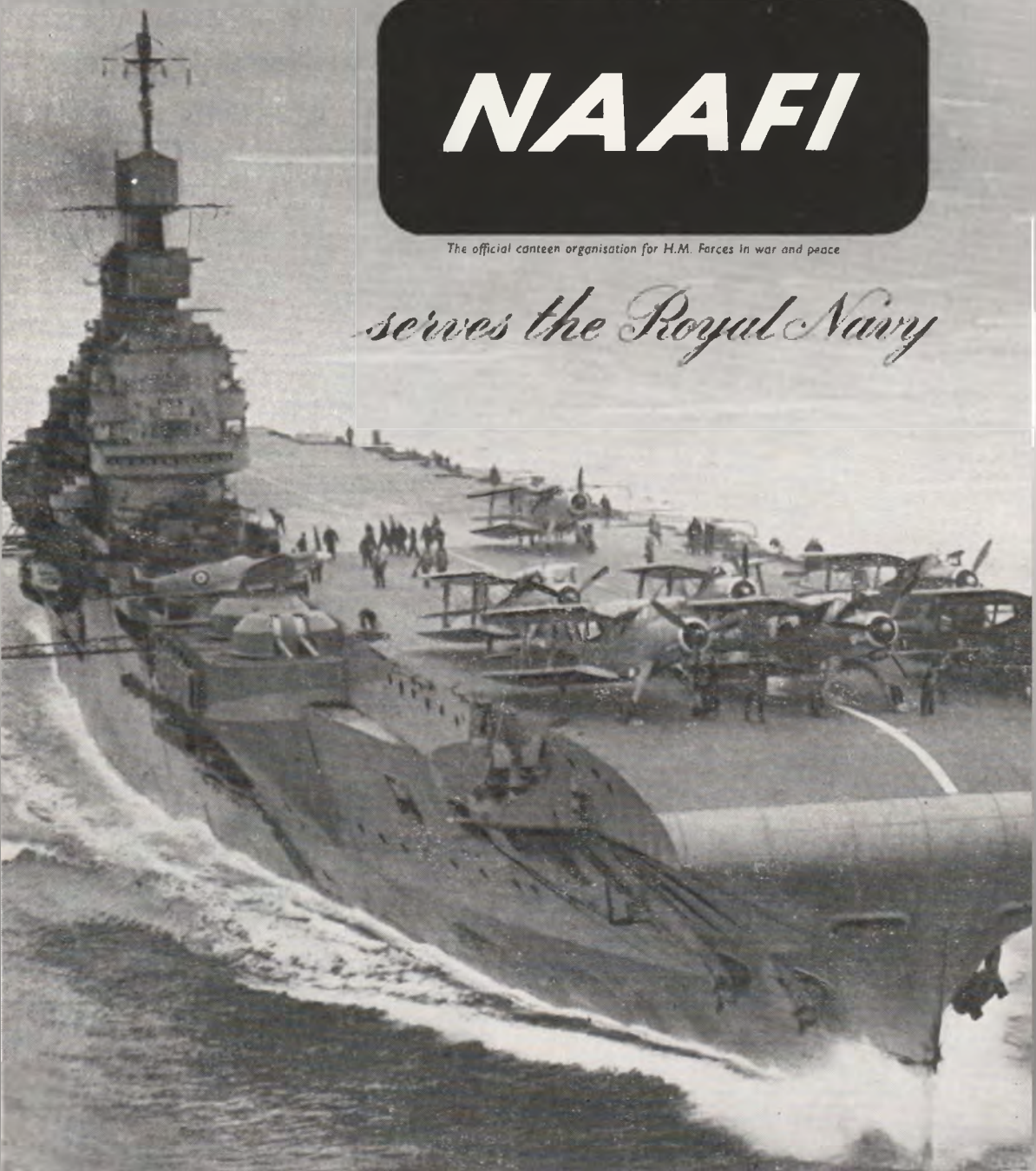
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A Survey of Naval Communications

4. THE DEVELOPMENT OF VISUAL SIGNALLING (*continued*)

Anson's "Additional Fighting Instructions" included "Hawke's Quiberon Manoeuvre," "Vernon's Manoeuvre," "Hawke's Finisterre Manoeuvre's", etc. For the first time arrangements were made for "Sailing on a line of bearing." These instructions also laid down that a "Fit and proper person was to keep an eye upon the Admiral and watch for signals." It was still one flag in a certain position, which, in the majority of cases, had a local meaning according to the desire of the C-in-C. of a fleet.

From the time the Admiralty issued its "Additional Instructions," orders multiplied rapidly. New flags were introduced and led to confusion. As long as there were only a few messages they could easily be memorised, but the new copy of Instructions filled pages, and was "compiled in such a way as to baffle the memory"! Imagine the turmoil and heat of battle, and then the hoisting of an unfamiliar flag, to be followed by a feverish search through pages of disorganised material. No wonder the C-in-C. had difficulty in making his intentions known outside the narrow confines of his own flagship. It is necessary, with our long training, to think carefully of the circumstances before considering the above remarks a little ridiculous.

It was this that Anson had set out to improve, but his efforts did not produce the desired effect. What was required was slowly germinating in the minds of Howe and Kempenfelt. These two officers gave us the numeral flags, and, later, Popham brought in the alphabeticals.

Between 1778 and 1780 Kempenfelt joined forces with Howe, who, at some time previous to this period, had compiled a book of instructions on the old method of "single flags in particular positions." Both these officers realised that the time had come for a more comprehensive system of conveying information; a code, in fact, laid out with method. Howe was in favour of building a code of numerals, the groups of which would be conveyed by the "Tabular Method." The invention of this system was claimed by Admiral Sir Charles Knowles, although no signal book is recorded as having been originated by this officer.

For his purpose, Howe used a table of squares 16 by 16, numbering 1 to 256. Down the left-hand side of the table opposite squares 1 to 16 were placed sixteen flags, the same number of flags being placed along the top of the table over squares 1, 17, 33, 49, 65, etc., the object being to pinpoint any numbered square. Thus, with two flags, one from the top, hoisted over one from the side of the table, any one of the 256 numeral groups could be indicated. For signalling plain numbers, to supplement the signification of any group, he devised a table 10 by 10 using dif-

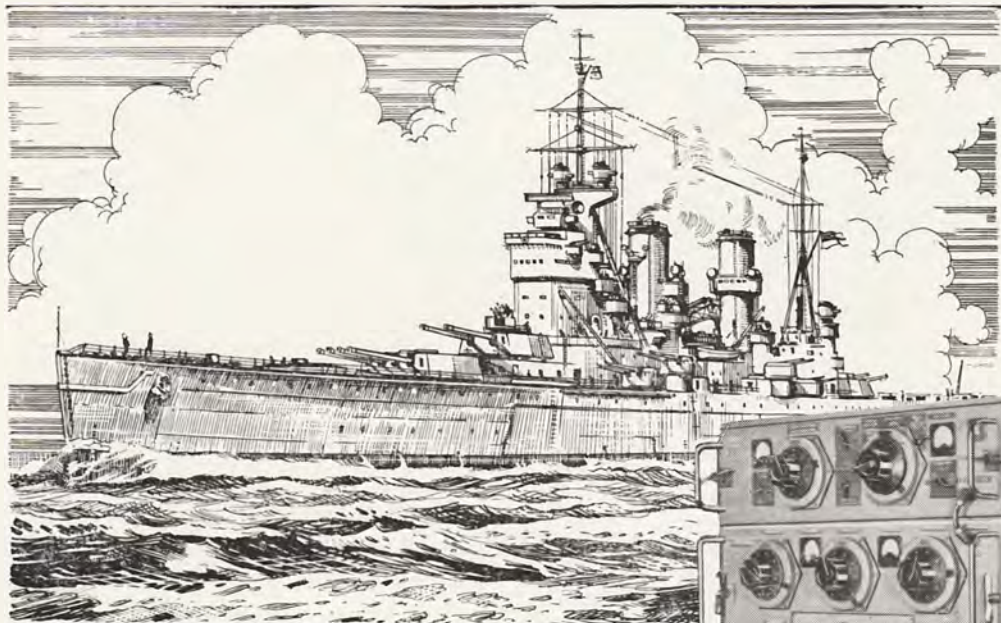
ferent flags. A pendant was used in addition to indicate 100 for the purpose of conveying numbers above 101.

All this Howe set aside for the use of the Admiral; the section he gave for use of private ships still contained the old method employing single flags.

This work of Howe's is considered to be the first real signal book used in the Fleet and for the first time "Instructions" were issued separately. It was given its first trial by Howe himself in October, 1782, when he took the Grand Fleet to effect the relief of Gibraltar. Hoisting his flag in the *Victory*, he assembled a force of warships, transports and storeships to a total of 180 sail. This great assemblage he shepherded, with the assistance of his Signal Book, to the Rock, where he found the enemy in possession. The events which followed went further to prove the value and scope of the new Signal Book. Cunningly persuading the enemy to come out of the bay, Howe placed himself between them and his convoy, which went in and unloaded. On completion of this operation he evacuated the bay once more, shielding his convoy as they proceeded clear and ran for home; then, with his fleet, Howe turned and soundly thrashed the combined enemy fleet off Cape Spartel.

Kempenfelt never lived to see this operation, for, in August of the same year, we record his tragic loss in the *Royal George* while that ship was being prepared to accompany the expedition. Kempenfelt was Captain of the Fleet in the *Victory* before being promoted Rear-Admiral in 1780. He read everything he could lay his hands on from both sides of the Channel, that had anything to do with communications. Thus it happened that a "Numerary System" invented by a brilliant French officer named M. de la Bourdonnais came into his hands. Here, Kempenfelt realised, was a code better than anything the British Fleet had ever employed and he set to work to build one for its use. First he designed twelve flags, representing the digits 1 to 0 and a first and second repeat. Thus, with only one set of flags, all numbers up to 999 could be signalled. After preparing this, giving the numeral groups the necessary significations and providing a "code" and "decode," Kempenfelt was told it was too complicated! He reluctantly turned it aside for another more in line with Howe's, using a table 10 by 10, supplemented by pendants to indicate 100, 200, 300, etc. There was no division of signals "For use by the Admiral" and "Private Ships"; the whole book was for use by all. This he produced in 1781 and it was accepted, though Kempenfelt, in his letter to Lord Barham, the First Lord, could not help remarking on the fact that it was not what he considered the best. We may be sure, however, that Kempenfelt, before

THE *NEW* "VOICE" OF THE ROYAL NAVY



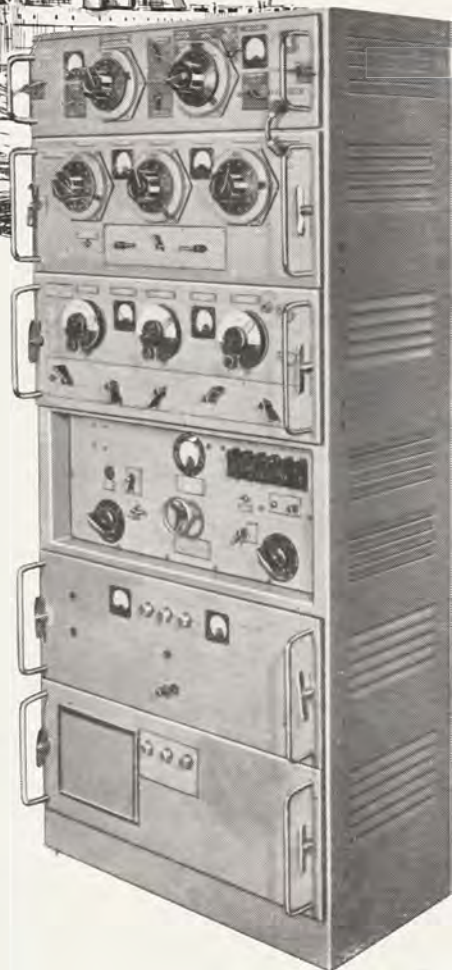
IN future, the Royal Navy will maintain its world-wide communications by means of a standard range of transmitters designed by the engineers of MULLARD working in collaboration with A.S.R.E.

These transmitters, known as the GNT600 series, are designed to provide A1, A2 or A3 types of communication over a frequency range of 200 Kc/s to 24 Mc/s with R.F. power outputs up to 400 watts.

The range, developed on the unit principle, can be assembled into one, two or three cabinets to form the required transmitters.

The high standard of mechanical accuracy of production enables the units to be interchanged. The smaller units, which account for the majority of stages, are retractable and mounted on ball-bearing runners, making them easily accessible for examination.

Ease of operation, particularly under extreme conditions, together with excellent frequency stability and high performance makes these MULLARD transmitters ideal for use as fixed or mobile stations.



communicate with



Mullard

his death, had discussed the Simple Numerary system with Lord Howe.

In 1783 Howe was sent to the Admiralty as First Lord for a period of five years. During this time he gave much thought to the necessity for improving the instructions for fighting and the relevant signals. When the time came for Howe to go to sea again, to take up the Channel Fleet Command, he had another Signal Book ready to try out. This time his book was based on La Bourdonnais' simple numerary system (as had been suggested by Kempenfelt ten years before). Thus we see for the first time the actual groups of the code being hoisted.

This was an important step in the march towards the realisation of a Signal Book that would give future officers in command the means of controlling the tactical situation as the approach took place, and putting into effect movements desired as a result of their appreciation. This code was to stay and be used in great battles by Jervis at St. Vincent, Duncan at Camperdown, and Nelson at Aboukir, Copenhagen and Trafalgar; numerals were transposed and the code amended and supplemented, but basically it remained the code Howe produced in 1790. Furthermore, it was used generally throughout the Navy from this time onwards; that is to say, C-in-Cs. of stations no longer had their own so-called signal books which would be unknown to a new ship joining; though, of course, they continued to add a few local meanings to groups, as indeed they do today.

So far as is recorded, it would appear that Howe produced between 200 and 300 groups, with significations. To expand from this was not difficult, and expansion naturally followed. Popham came next into the field with the right ideas for improvements. In 1800, while serving in the Baltic, he experimented with a vocabulary of words, still using the flags already in existence. For twelve years he worked to improve this vocabulary and by the end of this time, having realised that the numerals employed were too limited to convey all his requirements, he produced some new flags; this time fourteen alphabeticals (A to O). These he used in conjunction with numerals 1 to 9 and the combinations obtained from these twenty-three flags satisfied requirements and became very popular in the Fleet. It should be stated that, from the initial issue of the Vocabulary Section, Popham originated a Telegraph flag, to be hoisted superior, to distinguish these groups from those taken from the General Section.

By 1812 Popham had produced two distinct books, the General Signal Book and the Vocabulary Signal Book, the Telegraph Flag still being hoisted superior to indicate groups from the latter. These books were issued to the Fleet in 1813 and continued in use for about fourteen years. During this period the first signal ratings came into being, principally because the signal stores had now increased to such an extent that it needed a Yeoman to look after them. He was given the appropriate title "Yeoman of Signal Stores" with

the rate of 2nd Class Petty Officer in 1816. In 1827 the signal books were again revised, numeral groups being given over to the "General Signal Book" to cover all requirements of "Evolutions" and "Fighting." The alphabetical flags were increased to twenty-one by the inclusion of P, Q, R, S, T, U and Y, and these formed the groups for the "Vocabulary Signal Book."

A third volume was now produced containing Night Signals. These were still of a very elementary nature. Howe and Kempenfelt had studied night signalling as far back as 1781. The best they could produce was a combination of lights to represent the numerals so that groups from the code could be made. A little thought on the circumstances at sea in those days will make us realise how difficult was their problem; so difficult, in fact, that little headway was made before the invention of the Morse code and shuttered lanterns. In 1867 Captain Colomb produced a lantern after many years of experimenting by which messages could be made by flashing the Morse code. The lantern was given his name and improvements followed from this truly revolutionary contrivance. From this time onwards efforts to improve the type of lantern for night signalling were many and varied, with one departure from the basic, that being a floodlit semaphore, in 1890, which never proved successful for passing messages but was used in the form of a "recognition signal" for some time after. The dates in brief for lanterns, in ascending order of efficiency, read: 1885 Telefocus, 1895 Gravity and Spring Balance, both on top of poles, and 1896 Truck Lantern for all-round signalling. Now also was invented the first shutter to be used outside a searchlight. This proved to be a forerunner of the signalling projectors used by night and day. These were the "Cruiser Arc" in 1901, followed by the 24-inch S.P. in 1906, the 10-inch S.P. in 1918, and between the two world wars the greatly improved signalling projectors we have today.

Mention must be made of the Aldis Lantern which was given to the Fleet in 1916, superseding the Cruiser Arc, the former as great an asset in time of need as the latter had been in its day.

* * * *

Editor's Note—

[We acknowledge with gratitude certain corrections to our last article in this series, provided by *The Mariner's Mirror* of April, 1948, in an otherwise not too scathing review. Our reviewer's exact words are:

"There are some monumental errors to do with Nelson's famous signal, such as the spelling of Pasco's name, while the details of telegraphic signalling are painfully inaccurate: for instance, the semaphore line to Plymouth never materialised, and the old telegraphs were not lit by lanterns at night."

We bow to the superior knowledge of the wardens of the National Maritime Museum, and apologise to our readers.]



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SCIENCE AND THE NAVY— WHAT LIES AHEAD?

To the student of naval history, one of the most outstanding developments during recent years must surely be the phenomenal increase in the complexities of equipment used to control the weapons in a ship. There is little doubt that these developments were made possible by the coming of radar, yet their adoption was dictated in the first place by something far more fundamental than the birth of this new and highly accurate device.

It was the high-speed aircraft, swooping into the attack with only the briefest warning, that first set the twofold problem: (1) finding and identifying it while there was still time to organise the defences, and (2) having found it, of continuously and accurately plotting its range, bearing and height so that the defences could be "fed" with the information so essential to their successful deployment.

The problem became more and more difficult as aircraft speeds increased further and further, as the efficiency of airborne weapons was improved, and as a novel technique, known as "saturation of defences," was introduced into airborne attack. It had not been easy to operate the intricate shipborne defences against a single raider, but difficulties multiplied at an alarming rate as the number of simultaneous attackers was increased, and eventually the point might be reached at which there were more aircraft in the air than the ship's defence facilities could accommodate. The prediction of when this danger-point would be reached and the constant endeavour to keep it as remote as possible from conditions likely to obtain in practice were and still are one of the first tasks which the naval scientist must tackle.

The primary purpose of the warship, however, is not self-protection. Its strategical and tactical values are based, in the first instance, on the power of its offensive weapons and the efficiency with which they can be used. Here is the fundamental instrument of sea power for which all other features of the ship—speed, navigation, communications, endurance, the ability to defend itself—are combined to provide an efficient mobile base.

Now it is not difficult to appreciate that the value of any weapon may be assessed by comparing the cost of producing it and bringing it to bear on its target with the value of the damage which it may reasonably be expected to cause. Such "costs" and "values," of course, though conveniently expressed in terms of currency, are in fact measures of industrial effort, expenditure of raw material and production time, loss in morale, health and life, and eventual effect on overall ability to continue waging war.

The warship, as a fighting unit, is no less susceptible to such analysis than is the rifle or the hand grenade; indeed, the analysis may be carried out for even larger units, such as several ships in company, or a whole fleet—even for an entire navy. The ques-

tion is: Does the cost justify the result? and this "quantitative analysis" is one of the major contributions which scientific method has to offer to the art of war.

In the naval aspect it involves the treatment of every problem as an integral part of the whole fighting structure, and precludes the use (for example) of weapons accurate and important enough in themselves but unsuitable for operation in the overall system of "battle control."

It becomes essential, in fact, for there to be some method of calculating a numerical index which will show at once the relative effectiveness of every *weapon system*, and that this index shall be used, in preference to any historical, romantic or intuitive indication, in deciding the fundamental design of warships, the equipment and weapons which they will carry, and the manner in which they will be fought.

This new method of evaluation is perhaps the most important of all conceptions which have emerged from the experience of the last world conflict. It is dealt with briefly in a recent publication by H.M. Stationery Office* (in which the other chapters are unfortunately not of the same high standard), from which the following quotation is well worth repeating:

"This is the major conception—the reduction of war to a rational process. It is the contrary of that held by Hitler, who had a romantic view of war. He believed that wars are to be won by great strokes of inspiration. He was always out for the new and the romantic. Systematic scientific work on known weapons paid larger and quicker dividends. It beat Hitler. The romantic conception of war is becoming out of date. It is not consonant with the systematic, rational, scientific kind of warfare which is evolving from the interpenetration of war and science."

The tendency of war to become a completely automatic and mechanical activity is growing, and there is little doubt that, given the opportunity, it will reach its logical conclusion.

B. M. A. (A.S.R.E.).

**Science at War*, by J. G. Crowther and R. Whiddington. (H.M.S.O., 1947. Price 2s. 6d. net.) Pages 116 to 120.

FIRST SEA LORD VISITS KING OF NORWAY'S YACHT

The First Sea Lord, Admiral of the Fleet Sir John H. D. Cunningham, G.C.B., M.V.O., visited His Norwegian Majesty's yacht *Norge* in May before it sailed from Southampton to Norway.

A 1,600-ton Diesel-engined yacht, the *Norge*, formerly the *Philante*, was built for Mr. Tom Sopwith and towed his sailing yacht *Endeavour II* across the Atlantic for her famous bid to bring home the America Cup. She was bought by the Norwegian people as a gift to their Sovereign.



Clarke, Chapman SIGNAL PROJECTOR

Searchlight Projectors of the signalling type are usually made in 15" and 20" diameter sizes. The illustration shows a 25" projector fitting with a high intensity carbon arc lamp and a parabolic reflector.

A motor driven ventilating fan is situated on the top of the barrel. The hand operated louvre flashing shutter is fitted behind an armour plate front glass. The Projector of steel construction is operated by hand. A shoulder crutch is provided and fitted on the back cover. Telescope and an open site is fitted on the side of the barrel.

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KNOCKER

BY THE ART EDITOR



Knocker White had adorned (or desecrated—according to your sense of humour) the pages of THE COMMUNICATOR from the first issue, and since he made his bow I have often been asked how his creation came about. The fact is—well, let me tell you.

After the day's hard [*sic*] work at Leydene I hied myself to a neighbouring tavern where talk of cathode emission, bent anodes, and similar mumbo-jumbo is taboo. The conversation pivots on amorous episodes or the scoring of minor triumphs over authority.

One evening in the autumn of 1946, when still a newcomer to the pub, and consequently an object of suspicion by the habitués, I was doodling in my sketchbook in between sips. This innocent occupation aroused the interest of a huge sailor. After eyeing me critically, he drained his tankard, struck a match on a passing patron, and approached my table for all the world like a battleship going into action.

Terrified, I made myself as small as possible in the corner.

"You an artist?" he boomed.

With a modest bow I acknowledged my guilt.

"Don't like artists," he volunteered. "Rum lot. Not enough brains for anything else."

Pressing the bell I ordered two pints.

"Some of them are all right, though," he continued, holding his beer up to the light and studying it with the cool insolence of a Liverpool Radio Mech. "What you drawing?"

Passing the sketchbook, I awaited his judgment with some trepidation.

"Not bad," he said, "Not bad at all. Know anything about Matelots?"

This gave me a splendid opening for my story of the Stoker P.O. and the Precipitate Powder, but being uncertain of my ground I withheld it.

"No," I answered. "Not a great deal, I'm afraid."

"Good subjects for artists, sailors are," he said. "There's a feller called White—Knocker White, aboard us. Proper crow!"

I raised my eyebrows.

"Fowl!" he explained, making things perfectly clear. "Always in the ruddy rattle. Once he talked me into going for a week-end with him up the Smoke. Never again!"

He sighed reflectively and eyed his empty glass.

With my thumb on the bell I invited him to tell me about it.

* * * *

"Believe it or not, we had a quiet week-end in the U.J.C. Knocker behaved like a missionary at a bun-fight and I really thought we'd get back to Pompey without going via Bow Street.

"Well, on the way back to Waterloo we spotted one of those all-night coffee-stalls, and Knocker suggested a cup of plew and a hot dog. Good tea it was, too, and we had just started on a second cup when a bloke with a posh car pulled in and ordered coffee and sandwiches. Knocker watched him for a minute and then turned to me.

"'Won't be a jiffy,' he said, and disappeared round the back of the stall.

"There are a dozen good reasons why a bloke should suddenly want to go round the back of a coffee-stall, but right now I can think of only one. Anyway, I didn't pay much attention until Knocker came back with a gleam in his eye like a Mormon has when he's lost his braces.

"'What's up?' I asked.

"'Shut up!' said Knocker, 'Stand by to run like hell.'

"'But— but—'

"'Save your breath, and run when I give the word.'

"The motorist finished his sandwiches, and as he turned to go Knocker gripped my arm.

"'Stand by,' he breathed.

"A car door slammed, a self-starter whined in protest and—

"'Run!' yelled Knocker.

"As we revved up to forty knots there came the crash of breaking crockery. What a row! It sounded like all the skeletons of hell dancing some grim rigadon on top of a Nissen hut. There was no time to ask what happened; we didn't stop running until the collector at Platform 6 asked us for our tickets."

He took a pull at his pint worthy of a Dockyard chippy.

"Well," he continued, setting down his glass, "It seems that when we first got to the coffee-stall Knocker spotted a coil of rope at the side, and being a crow he stored the knowledge in his swede. Then the motorist came along and looked as if he would be busy for

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some time, so Klocker slipped away, tied one end of the rope to the stall and took a round turn and a couple of half-hitches round the back axle of the car. That's why we ran."

The big sailor stood up and made preparations for departure.

"But what about the damage——" I began.

"Time, gentlemen, please."

"Sorry, pal," grinned the sailor. "Got to be off. See you again."

* * * *

I frequently see him in the saloon bar, and in exchange for a few drinks and a sore thumb I get these anecdotes of Klocker White. But I've never met Klocker in person. Perhaps he bears the same relation to the Big Sailor as Mrs. Harris did to Sarah Gamp, or could it be that he's second class for leave?



Be that as it may, the more respectable of his exploits I try to illustrate for THE COMMUNICATOR, and if they give you a laugh perhaps one of you chaps will come along one night and pay for the Big Sailor's drinks.

J. E.

SECRET MESSAGE

II

In the last issue, the difference between transposition and substitution ciphers was discussed. Transposition involved rearranging the original letters according to a fixed pattern, and substitution, changing the original letters for different ones.

The art of ciphering advanced owing to the old methods breaking down before skilled cryptographers, and, in order to understand why the systems changed, the methods of breaking ciphers must be understood.

Julius Cæsar used a simple substitution cipher, which he did by writing down the third letter after the one he wanted. Thus, Omnis Gallia becomes RPQLV JDOOLD.

From this grew up a more usual method of arranging a simple substitution cipher by taking a key word and arranging two alphabets in this manner:

Disguised alphabet: A B C D E F G H I J K L M
N O P Q R.

True alphabet: F O X T A I L B C D E G H
J K M N P.

In this way BLACK CAP becomes HGEIK IER. The reason for having a key word is to avoid carrying a piece of paper with the complete key written down. A simple word or phrase can easily be remembered and a key constructed when required. The word, or words, may be placed at the beginning, the end or in the middle of the true alphabet.

To break a simple substitution cipher, provided that there is sufficient material, the first step is to count the number of times each letter occurs and make a table. In normal English, letters fall into well defined groups.

E occurs about 130 times in 1,000 letters.

T occurs about 105 times in 1,000 letters.

A O N R I S H varies from A, 80, to H, 55 times.

D L F C M U from D, 35, to U, 25.

G Y P W B . . from G, 20, to B, 15.

The remainder occur less than ten times in 1,000 letters but with a short text these frequencies may not hold.

Consulting the above table, the combination THE can usually be found rapidly, and such words as THAT and THERE will be apparent. The next step is to consider letter combinations, and the following table gives the more common ones in order of frequencies:

Digraphs: th er on an re he in ed

Trigraphs: the and tha ent ion tio for

Doubles: ll ee ss oo

Two-letter words: of to in it is be as at so

This will usually produce some results and by writing down and building up the key, as letters fall into place, the complete solution should be found. By this method, the following can be solved in a very short time:

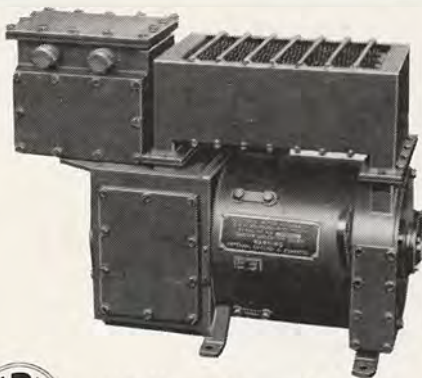
VMJ TJ NU FC HMEFHJ CK VMJ GEUNH
RJVTQ TEVNC F GJNFL TJURCTJI KST EV
QJEUVE AJET.

For many years no advance was made in the art, though it is of interest to note that Roger Bacon, the greatest of our philosophers in the Middle Ages, wrote a book in ciphers. Cryptographers have been working on this manuscript since 1912, but they have failed to find the solution.

In the time of James I, Henri of Navarre, King of France, was desperately trying to beat off the House of Hapsburg. The rulers of Spain and Austria held the whole frontier, north of France from Verdun to Calais, and Henri had been building up an alliance of other nations to combat this menace. In 1609 he felt himself in a position to strike back, except that the Elector of Brandenburg, the strongest of the German princes, had not been won over to the side of France. In the same year, however, a Hapsburg army advanced into territory claimed by Brandenburg. The Elector immediately told Henri of Navarre that he would

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join his alliance in face of the common enemy. Henri sent out the call for action in cipher and it is now known that Hapsburg agents very soon obtained copies of these messages and that their cryptographers broke them.

The cipher employed by the French was a simple substitution with suppression of frequencies and worked on this system:

Clear:	A	B	C	D	E	F	G	H	I	J
Cipher:	25	32	50	35	77	22	43	38	59	28
	82	53	66	79	48	17	24	14	37	34
	44				36			74	13	
	10				27				20	

The message "He had bad beef" becomes 38-77 14-25 35 32-82-79 53-48-36-22, but, though this is an improvement, it will break down as soon as letters begin to repeat themselves, by a very similar, though more laborious, system to that already shown. Having made the preliminary count of characters, the next thing to look for is a similarity between groups. If the word "beef" had been repeated in the text more than twice, a group might appear, later in the message, 53-48-77-22 and perhaps 32-27-36-22. This would show that 53=32, 48=27, 36=77, and, by building up in this manner, the message is reduced to a simple substitution.

The idea of frequency suppression is a very important one, and, as the history of cryptography unfolds, the central effort has been directed towards this end. This made some of the systems too cumbersome for

practical use, and during the Peninsular War the Foreign Office produced a cipher which was so difficult to use that they frequently were unable to decrypt their own messages. In France, better progress had been made, and the Great Cipher of Louis XIV remained for over two hundred years the only unbreakable system known.

PROBLEM

Simple Substitution

JXJQH CTIRT ISDSG BSEOH MTZKT CSDGO
EOJWC KXSGE OHWET SHEOJ EUXEW EOHWE
JIWET CKDGO EJSK TEOHO XSEHI TCEOH
HJWEO JWNJX GOEEO HWXKE JSWEX IIHED
SJSTT WHTCK DGOE.

W. F. P.

Solutions

1. Key: YEOMAN, at beginning, remaining letters in normal sequence. (There is no chance of the basic petrol ration being restored for at least a year)
2. Problem Key:
XYFITZGERALD, at beginning, remaining letters in normal sequence.
Awake for morning in the bowl of night
Has flung the stone that puts the stars to flight:
And lo the hunter of the East has caught
The Sultan's turret in a noose of light.

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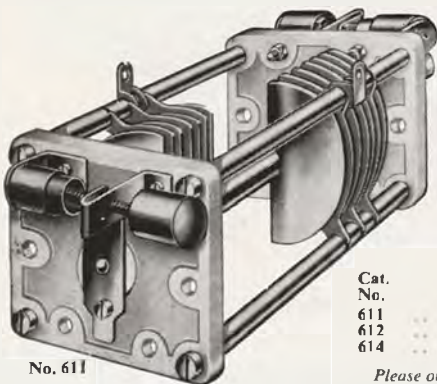
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COMMUNICATIONS GAZETTE

RECENT PROMOTIONS AND APPOINTMENTS

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

Name	Rank	Whence	Whither
R. AITKEN	C.C.O.	Woolwich	Forth
A. A. AUSTEN	Comm. Lt. (Ret'd)	Pembroke	Reverted to retired list
E. G. D. ANNIS	C.C.O.	Mercury	Duke of York
F. J. C. ALLWOOD	Lt. (S)	Mercury	Glasgow
G. G. A. F. BUTLER, D.S.C. . . .	Lt. Cdr.	St. Angelo	Diadem
T. W. BACON	Tel. Lt. (Ret'd)	Cookham Camp	Release cancelled
P. W. B. BROOKING, D.S.O. & BAR	Rear Admiral	Chief of Staff to Head of B.A.D., Washington	To be Flag Officer Gibraltar and Admiral Supt. H.M. Dockyard, Gibraltar
L. R. F. BUTTLE	Ty. Chaplain	Mercury	Released
G. C. BUSH	Lt. Cdr.	Nigeria	Afrikander
J. C. S. BROWN, D.S.C. . . .	C.C.O.	Mercury	Bruce
T. E. BROWN	Ty.A/C.C.O.	Mercury	To be released
Miss J. F. BEER	2/0W.R.N.S.	Victory I	Mercury for Signal Course
Miss J. L. P. BEVAN	2/0W.R.N.S.	Blackcap	Mercury for Signal Course
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K. J. W. BULL, B.SC. . . .	Instr.Sub.Lt.	Mercury	Caledonia
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E. G. BALE	A/C.C.O.	Pembroke	Promoted C.C.O. 1.4.48
T. M. F. BURT	A/C.E.O.(R)	Mercury	Promoted C.E.O.(R) 1.4.48
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G. H. H. CULME-SEYMOUR. . .	Lt. Cdr.	Appledore	Drake
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H. COWARD	Comm. Lt. (Retd.)	Mercury	Released
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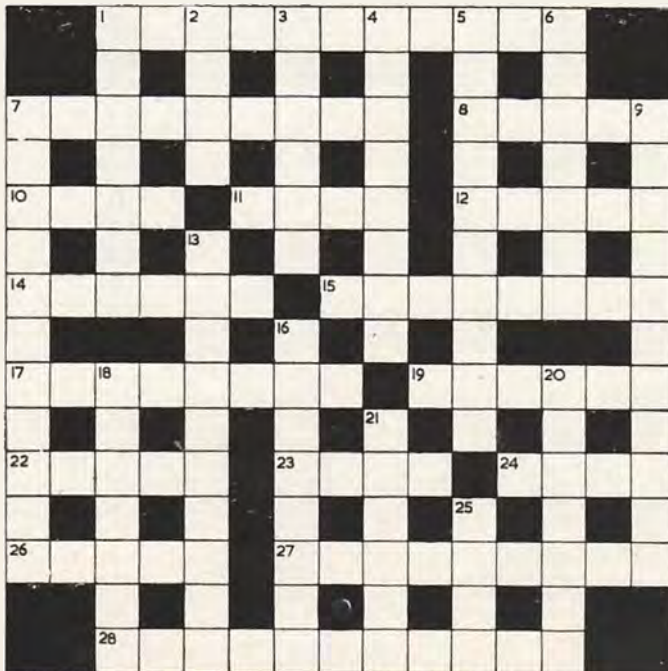
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Miss I. M. D. CROMPTON ..	3/0W.R.N.S.	Heron	Mercury for Signal Course
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P. W. DOLPHIN ..	Lt.	Mercury	Highflyer
L. A. G. DEADMAN ..	W.C.O.	St. Angelo	Stag
W. L. DRIVER ..	C.C.O.	Wildfire	Promoted Comm. Lt. 5.2.48
Miss J. DAVIES, M.B.E. ..	1/0W.R.N.S.	Mercury	Drake
L. G. DURLACHER, D.S.C.	Captain	President	Vernon for S.O.T.C.
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R. S. FOSTER BROWN ..	Captain	Vernon	President
K. R. G. HARPER, B.SC. ..	Instr.Sub.Lt.	Fort Southwick	Warrior
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W. J. HOLT, M.B.E. ..	Ty.A/C.S.B.	Highflyer	Mercury
T. A. DE V. HUNT ..	Lt.	R.N.A.S. Culdrose	Mercury
R. V. W. HEATH, B.SC. ..	Instr. Lt.	Mercury	Promoted Lt. Cdr. 10.5.48 and re-
H. E. HALES ..	W.C.O.	Gambia	appointed
W. JAKES ..	C.C.O.	Duke of York	Vernon
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J. R. JAMESON, D.S.C. ..	Lt.	Mercury II	St. Angelo
R. E. KENT ..	A/C.C.O.	Mauritius	Placed on loan to R.I.N. and appointed
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V. J. J. LOWMAN ..	Ty. Lt.	Mercury	Falcon
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A. M. LOVELOCK ..	A/C.C.O.	Cookham Camp	Released
R. E. LESH ..	Lt.	R.A.N. Service	Pembroke I
J. R. B. LONGDEN, O.B.E. ..	Captain	Sparrow	Mercury
I. C. MACINTYRE ..	Lt.	Phoebe	Promoted C.C.O. 1.4.48
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F. D. MILLER ..	Cdr.	Wave	Newcastle
W. A. MIGHALL ..	Ty.A/C.C.O.	Drake for Devonport	Troubridge
THE MARQUESS OF MILFORD		Signal School	St. Angelo
HAVEN, O.B.E., D.S.C. ..	Lt.	Pembroke	President for Course
I. R. MASON ..	Lt.	St. Angelo	Released
F. M. MURRAY ..	Sig. Bos'n	Illustrious	
A. G. MCCRUM ..	Lt.	Duke of York	
F. C. MORGAN ..	Lt. Cdr.	Mercury II	Promoted Lt. Cdr. 16.5.48 and re-
C. P. MILLS ..	Cdr.	President	appointed
G. D. NUTT, D.S.C. ..	Lt.	Newcastle	Saker
E. A. NICHOLSON ..	Cdr.	Appledore for Course	Daedalus
D. A. POYNTER ..	Lt. (A)	London	Phoebe
F. A. G. PAGE ..	Comm. Lt.	Mercury II	President
M. PHIPPS ..	Lt.	Agincourt	Transferred to executive branch and
A. G. PAMPLIN ..	A/C.E.O.(R)	Mercury	reappointed London
C. H. PAIN ..	Lt.	Hartland Point	Placed on retired list
F. J. G. PORTER ..	Ty.A/C.C.O.	Mercury	Promoted Lt. Cdr. 1.5.48
J. QUICKE ..	Cdr.(Ret'd)	President	Tamar
C. W. ROBERTSON ..	Lt.	President	H.M.A. Naval Depot, London (for
I. C. ROBERTSON, D.S.C. ..	Cdr.	Saker	2 years loan service in R.A.N.)
			Loan to R.A.N. and appointed
			Terrible
			Released
			Vengeance
			Consort

Name	Rank	Whence	Whither
C. REED, M.B.E.	C.C.O.	Mercury	Rooke
J. C. RUSHBROOKE, D.S.C.	Lt.	Mercury	Theseus
W. R. SWAN	A/C.E.O.(R)	Mercury	Flowerdown
Miss J. R. SPENCER	Nursing Sister	Mercury	Released
L. J. SMITH	Lt.	Cochrane	Promoted Lt. Cdr. 28.4.48
W. H. STRATH	A/Lt.	Excellent	Opportune
C. F. W. ST. QUINTIN	Cdr.	Mercury	President
L. F. SOMMERVILLE	Lt. Cdr.	Vengeance	Mercury
Miss E. A. SINCLAIR	2/0W.R.N.S.	President	Mercury
A. A. T. SEYMOUR-HAYDON	Lt. Cdr.	President for Course	Stag
G. E. SAMPSON	Lt.	Boxer	Dryad
M. G. SULLIVAN	A/W. Tel.	Highflyer	Bluejacket
L. R. TANTON	A/W.C.O.	Mercury	Forth
K. M. TEARE	Lt.	Mercury	Implacable
F. J. TOWNSEND	Ty.A/C.C.O.	Mercury	To be released
B. T. TURNER, D.S.O.	Cdr.	Whirlwind	Sea Eagle
B. C. VANN, D.S.C.	Lt.	Appledore	Drake
J. M. VILLIERS, O.B.E.	Cdr.	Padstow Bay	Victory
Miss M. WIGHTMAN	2/0W.R.N.S.	Mercury	Re-appointed on marriage as Mrs. M. Kent
C. R. WALKINGTON	Ty. W.C.O.	Mercury	Release cancelled
Miss B. J. WOOD	1/0W.R.N.S.	Raleigh	Mercury as O-i-C. W.R.N.S.
C. R. WALKINGTON	Ty. W.C.O.	Mercury	Placed on retired list
J. WOOD, D.S.C.	Lt. Cdr.	Woolwich	Forth
P. KEITH-WELSH	Lt.	Illustrious	Promoted Lt. Cdr. 16.2.48 and re-appointed
N. DE G. WAYMOUTH	Cdr.	Victory	Placed on retired list
W. J. WRIGHT	Sig. Bos'n	Excellent	Drake
R. WRIGHTSON	Lt. Cdr.	Dryad	President
R. D. M. YOUNGSON	Sig. Bos'n	Tyne Division	Promoted C.C.O., R.N.V.R. 1.1.48

COMMUNICATIONS CROSSWORD

(See page 19 for Solution)

Across—1, A pipe for leave (4, 3, 4). 7, Opposite of 15 (2, 3, 4). 8, Welsh Dog (5). 10, He has four "oppos." at the Admiralty (4). 11, Another like this makes the whole (4). 12, Wooden plane (5). 14, Appoint is raid disarranged in backward negative (6). 15, The solver is never left so ignorant (8). 17, These rascals sound as if they come from the Principality (8). 19, Remember once only? (6). 22, Dismal exclamation (5). 23, Implement from backward



spoils (4). 24, Single game (4). 26, Found in the Iron Age (5). 27, A shot sail is most unpleasant (9). 28, Evaded in Rugby (4, 7).

Down—1, Chaldean capital in wedded is ripened (7). 2, Turn a vegetable upside down to find this part of a ship (4). 3, May be flower or book (6). 4, Caused Jack to break his crown (8). 5, Done in cryptography (10). 6, Alter angered (7). 7, Seaview at Southsea (4, 2, 5). 9, Carrier but not R/F (11). 13, Did they ride into the Valley of Death with transmitters? (3, 7). 16, Support oars and retired Tels. (8). 18, She is an electrical particle in less (7). 20, The sailor uses an oar in bed (7). 21, Miner loses a letter for this animal (6). 25, At the end of the sentence, this is full (4).

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