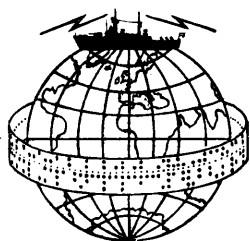


# THE COMMUNICATOR



VOL 20 - No. 1

# **SPECIALIST TELEPRINTER OPERATORS**

are required for the Ministry of Defence Communications Centre in Central London.

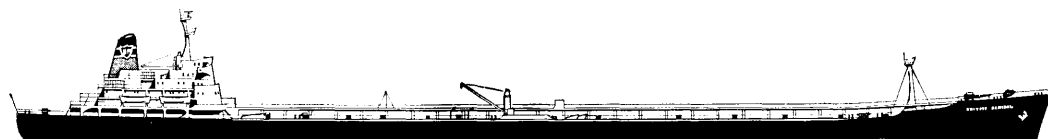
Initially, the operators will be employed upon teleprinting and associated procedures, but they will be given the opportunity of training for higher grade duties when the Communications Centre becomes fully automatic in the middle of 1971.

Preference will be given to applicants with a minimum speed of 40 wpm, and having a good knowledge of current communication procedures.

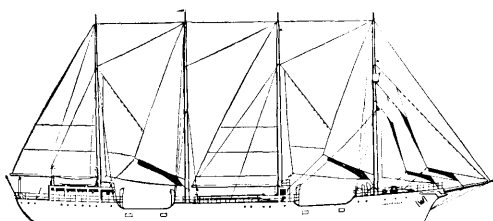
Basic starting pay, at 25 or over, will be £18.19.6 pw rising to £22.10.0 pw, inclusive of London Weighting. Successful candidates will currently be required to work shifts and overtime which, on average, attracts a further £8 to £10 pw. There are opportunities of promotion to almost £1300 pa basic pay.

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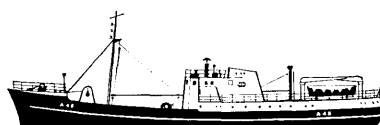
CIVILIAN CAREERS ADVISER (T.C.),  
Ministry of Defence,  
Room 021,  
Old War Office Building,  
Whitehall, S.W.1



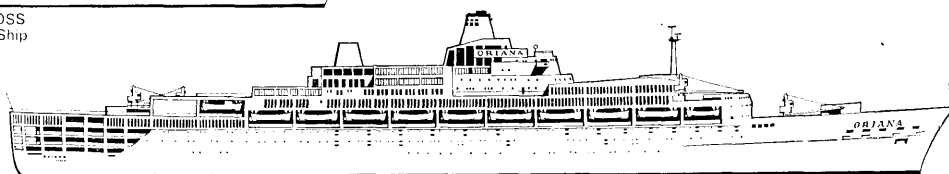
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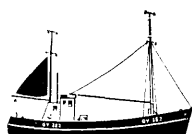
ALBATROSS  
Training Ship



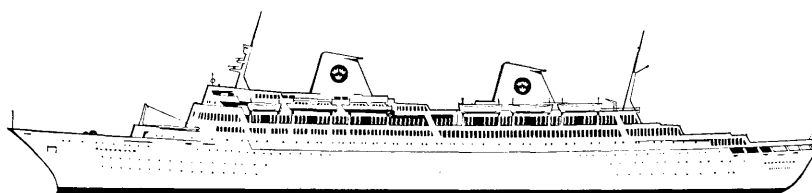
SIR WILLIAM HARDY  
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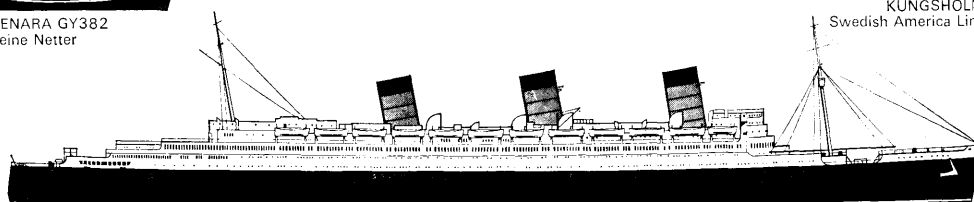
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Seine Netter



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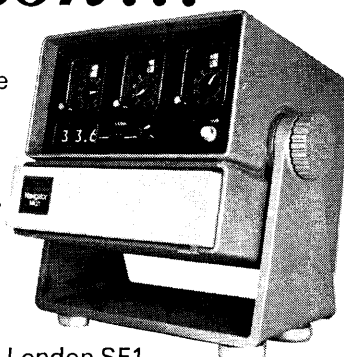
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LAURENCE BUNN

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**124 Regent Street, W.1**

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**20 Eastcheap, E.C.3**

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# THE COMMUNICATOR

*The Magazine of the Communications Branch, Royal Navy  
and the Royal Naval Amateur Radio Society*

SPRING 1970

VOL. 20, No. 1

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## CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the editor. These will be returned only if asked for and responsibility for them cannot be accepted by the editor. **Contributions for the Summer 1970 edition must be in the editor's hands by 1st July, 1970, and bulk orders by 10th July, 1970.**

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The Treasurer, THE COMMUNICATOR, HMS *Mercury*, East Meon, near Petersfield, Hants.

This address should also be used for placing orders.

All other correspondence should be sent to the editor at the same address.

*Apologies to:*

RS Pearce whose article 'Misemployed?' could not be included due to lack of space.

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PUBLISHED AT HMS "MERCURY"



*Photo Hay Wrightson*

## **CAPTAIN B. H. KENT, ROYAL NAVY**

- |      |   |      |   |
|------|---|------|---|
| 1947 | Qualified in Signals.   | 1958 | Fleet Communication Officer. Home Fleet.          |
| 1948 | Flotilla Signal Officer, 4th DF (HMS <i>Agincourt</i> ).              | 1960 | ASWE.   |
| 1950 | Signal Officer, RNAS Halfar, Malta.                                   | 1963 | Promoted Captain.                                 |
| 1952 | Instructional Staff at Signal School.                                 | 1963 | Multilateral Force Investigation (Washington DC). |
| 1954 | Staff Communication Officer to Flag-Officer Flotillas, Mediterranean. | 1964 | Chief Signal Officer, AFNORTH. Oslo.              |
| 1955 | Promoted Commander.   | 1967 | Imperial Defence College.                         |
| 1956 | RN Staff Course.  | 1968 | Director of Naval Manning.                        |
| 1956 | Signal Division.  | 1970 | <i>Mercury</i> in Command.                        |

## EDITORIAL

**CAPTAIN SIR PETER ANSON, Bt.,  
ROYAL NAVY**

Captain Anson is leaving us shortly to go to the Far East as the new Commander Naval Forces Gulf, an appointment which will undoubtedly call for a very delicate touch — the Anson touch!

He leaves behind him a ship pulsating with life and energy and ever mindful of the well-being of the Communication Branch; a ship bustling with activity with new buildings going up in every corner; a ship whose Company always knew what was going on and who appreciated it; a ship well content.

We wish him every good fortune.

## NATO NAVAL COMMUNICATION COMPETITION

Eight Communicators are gathering together in HMS *Mercury* for a period of intensive training prior to the NATO Naval Communication Competition which is being held in Belgium between May 25 and 29.

Only four will be selected to take part in the competition. To the four who remain behind we say "Hard luck, but you won our respect by being selected". To the four who go to Belgium we say "Good luck, now get in there and win our admiration".

## LIVERPOOL'S LOVELY LADIES

Not all our readers believe our Communicator in HMS *Eagle*, Radio Operator 3rd Class J. A. M. Strangler, to be truthful in his letters to his girl friend Felicity. They are not even sure that Felicity exists. But there can be no doubt that Jam knows how to pick 'em. Turn to page 37 and look at his bevy of beauty from Liverpool.

We, the editorial staff, reckon we have never seen so many beautiful girls in one group and will pay £5 to any ship or establishment which produces a photograph, taken by a naval rating, with not less than nine girls and not less than five Communicators, and which an independent panel judges to be even better than Jam's bevy of beauty. Entries to the editor please anytime during 1970. The result will be promulgated in the Christmas 1970 edition. The editor reserves the right to publish any photos received.

## SUBSCRIPTION RATES

During the past 10 years there have been no increases in the price of THE COMMUNICATOR magazine. This at a time when there have been very substantial increases in the price of most other magazines and newspapers to meet the increases in cost of both newsprint and printing. For instance, the local evening newspaper has increased from 3d to 6d a copy during this period.

This most satisfactory state can be credited to our business manager, Mr E. Sercombe, previous editorial staffs, and our advertisers.

Now, however, we must make a small adjustment to counter known further increases in the cost of production and the magazine management has decided this can best be done by continuing to charge 3/- for all single copies, but raising the price of bulk and standing (annual) orders from 2/6 to 3/- a copy (post free). The new rates, which will apply from this edition of the magazine (next edition in the case of standing orders), are as follows:

### Subscription rates:

For the whole year .....	9/- (post free)
For each issue .....	3/- (post free)
Single and bulk order copies ...	3/- per copy (post free)

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## BRANCH STRUCTURE

**by Staff Officer Ratings Training**

In the Christmas edition reference was made to certain studies that are being carried out into the future training and employment of communication ratings. It was stated then that these studies cover a wide field and at that time had only just started. Even now, they are a long way from completion and in fact they will not be finished until towards the end of this year.

Those ratings who have been in HMS *Mercury* recently will have read the Captain's memorandum on Establishment Unit Objectives which listed the various studies to be undertaken. For those readers who have not been so fortunate and have probably only heard vague rumours, the individual studies are listed below:

1. An investigation into the future of the Communications Yeoman.
2. An investigation into the feasibility of combining the (T) and (W) sub-specialisations.
3. To examine, in conjunction with HMS *Dryad* whether the existing or combined sub-specialisations of (T) and (W) should be merged with the RP branch.
4. To prepare a paper in conjunction with HMS *Collingwood* on the feasibility of adopting user maintenance for communication and EW equipment.
5. To review the training and employment of Instructor rates in the Communication Branch.

Paper 1 has been completed and makes a recommendation that there is a continuing requirement for the Communication Yeoman in his present form into the foreseeable future. Paper 2 is nearing completion but no conclusions have yet been reached. At the time of going to print paper 1, together with the work done on 2 is being studied by



**19-year-old Claudia Jennings, 'Playboy's' November Playmate**  
Courtesy — 'Playboy' Magazine



**21-year-old Gloria Root, 'Playboy's' December Playmate**



other authorities. It is anticipated that agreement on whether the combination of the (T) and (W) is feasible will be reached by Easter. It must be born in mind, however, that studies 3 and 4 are very closely related with the work already carried out and no firm decision as to the future structure can be expected until much later this year.

Lastly study 5. This review has been ordered by CSS to see whether those highly qualified senior rates are being suitably employed. For example, certain billets would obviously be filled to advantage by an Instructor rate. At the moment some billets which should have Instructors have not, and some billets not necessarily requiring them have got them. The course length also require investigating. The RCI undergoes a 25 week course, the TCI 16 and EWI only 10. This study is only just beginning and no further information is yet available.

## **BRANCH MATTERS — REVISED TRAINING PATTERN**

### **by Staff Officer Ratings Training**

The revised training pattern has now been under way for some months and its benefits are already beginning to be seen. The New Entry is more highly trained in the sub-specialisation of his choice and those RO2s qualifying for the leading rate are being trained to act as junior supervisors and not senior operators.

With almost every change to a training pattern there is a price to pay, and in our case it is the loss of sophisticated training at the able rate. However, the advantages of the new training pattern heavily outweigh the disadvantages. Although some existing RO2s will receive no formal specialist training until they qualify for the leading rate, refresher courses are being held at HMS *Mercury* and at the STCs at Devonport and Kranji. All RO3s wishing to qualify for RO2 and those RO2s who did not get a sub specialist course can benefit from these courses.

The new RO2 examination is proving well within the capability of the average RO3 provided the standard of practical skills is maintained. It is essential therefore that all JROs and RO3s ensure that they are up to standard with their practicals before attempting the examination, as a failure in these subjects will mean a delay of three months before another attempt can be made.

The Fleet Board method of examination for leading radio operator ceased on February 28 and from March 1 the provisional method was introduced. The rules for this method are clearly laid down in Appendix 2 to RNCP 15 and all ratings are advised to read this to see what is required and what avenues are available for advancement.

## **NAVAL TRAINING ASHORE**

### **by the Staff Officer Ratings Training**

An important long term plan for the reorganisation of naval training ashore was recently announced

in Parliament. The plan has been prepared in order that naval training in the years ahead can be adaptable to changes in manpower and technology and, at the same time, be as economical as possible in manpower and money.

### **Concentration in Portsmouth Area**

All training, with the exception of New Entry, will be concentrated in the Portsmouth Area because, with the greater sophistication of equipment, the various specialisations become more dependent on each other and therefore the need for concentration of training facilities becomes more pressing.

Although no change to existing Branch structures is entailed at present, changes will gradually occur to meet the needs of the Navy, and this plan will facilitate the introduction of any new specialisations or sub-specialisations which may be required in the future.

### **Establishments Affected in the Plan**

In practical terms the plan means concentration in the establishments shown below, the actual moves being phased over the next 12-13 years with the majority taking place between 1975 and 1982. This is how it will look:

1. HMS *Raleigh* — New entry training. School to be closed — *Ganges*.
2. HMS *Collingwood* — Weapon Engineering training.
3. HMS *Sultan* — Marine Engineering training. The future function of *Caledonia* has yet to be decided.
4. HMS *Mercury* and HMS *Dryad* — Tactical/Operations training. To be closed — Part of JASS; parts of *Vernon* and *Excellent* and the RN Tactical School.
5. HMS *Excellent* — Ship Fighting and Management. To be closed — Part of *Vernon*; S and S School at Pembroke; SD School at Eastney; Petty Officers' School at Corsham; NBCD School and the IT School.

### **How Does the Plan Affect the Communication Branch and HMS Mercury?**

The answer — in short, not at all. Communication ratings will continue to be trained in HMS *Mercury*. The building programme will go ahead and no changes to the continuation of training in HMS *Mercury* are envisaged for the next decade.

There will, however, be closer links with HMS *Dryad* over the next few years because more and more of our ratings will be going there for Operations Room training. Indeed, the past six months has seen an increase in the amount of training our career courses do at HMS *Dryad*, particularly ratings of the (W) sub-specialisation.

### **HMS Vernon and HMS Excellent**

Those parts of *Vernon* which deal with the control of Underwater Weapons will move to *Dryad* and the remainder will go to *Excellent*. All those aspects of training which deal with Management in one form or another will be housed in *Excellent*.

## REVISION OF THE ALLIED NAVAL SIGNAL BOOK

by the Staff Officer Signals Policy

A team in HMS *Mercury* has, for the past few months, been engaged on a revision of the Allied Naval Signal Book, and it is hoped that the finished article will be ready in draft form for submission to NATO in the Autumn.

There are many reasons for the revision of this book, which has given yeoman service over a period of nearly 20 years, the main ones being as follows:

1. The use of flag signalling, for which the book was originally designed, has been significantly reduced in favour of voice radio.
2. Much of the book is based on out-of-date tactics and manoeuvres.
3. The requirements of up-to-date tactics are increasingly difficult to meet within the present framework.
4. Successive changes have confused the logic around which the book was originally written and have introduced signals which duplicate others already in the book, thus making it more difficult to use.

Much of the revision is devoted to tidying up the book by removing redundant groups; reviewing the structure and grouping of signals; revising single and emergency meanings; overhauling the index, and allowing for future expansion or changes, etc. The remaining work is concerned with changes which will make the book quicker and easier to use, but unfortunately it is not possible to give details of these in *THE COMMUNICATOR* which is an unclassified magazine.

At no stage has it been forgotten that many thousands of NATO Communicators have been, and are being, trained in the use of the Allied Naval Signal Book. This precludes revolutionary alterations to the basic rules, desirable as they might appear in some cases. Change for the sake of change has been deliberately rejected, and all the new ideas which have been introduced are considered to contribute significantly towards the ease, speed and accuracy of using the book by both experienced and inexperienced communications personnel.

The cogs of the NATO publications machine turn slowly and deliberately and, at this stage, it would be foolish to attempt to predict either the date on which a revised book would become effective or indeed whether the UK ideas will be acceptable to all the NATO nations. Nonetheless, the team is pressing on with the work towards the target date in the Autumn for submission to NATO. With this in mind, the team is anxious to hear now from any Communicators who have strong views on what is wrong with the Allied Naval Signal Book as it is at present, or what should be incorporated in any revised edition. But remember, change for the sake of change is not the

aim. Anyone who wishes to have his ideas considered should write to:

Chief Communication Yeoman G. A. Butler,  
HMS *Mercury*, East Meon, Near Petersfield,  
Hants.

It would help the team if ideas could be co-ordinated by the senior rate or departmental officer of a unit as the facilities for dealing with a large fan mail are rather limited. All letters should arrive in HMS *Mercury* not later than June 1, 1970. The better the ideas, the better the finished product will be.

## NATO NAVAL COMMUNICATIONS COMPETITION

by Staff Officer Ratings Training

As a result of the RN Preliminary Competition held world wide during December and January the following eight ratings have been selected to form the advanced training team in HMS *Mercury* during April and May.

NAME		SKILL	WHERE SERVING
RO2(G) Zawada A.	086922	MRX	RNCC Singapore
LRO(G) Sadd A.	069780	MRX	HM S/M <i>Acheron</i>
RO2(G) Jay L.	090077	MTX	HMS <i>Naiad</i>
RO2(G) Perry D.	098317	MTX	HMS <i>Naiad</i>
RO2(G) Wellstead M.	099199	TTX	Whitehall Wireless
RO2(G) Collier B.	103025	TTX	Whitehall Wireless
RO2(T) Ellis A.	090102	FRX	HMS <i>Mercury</i>
RO2(T) Brown E.	103381	FRX	HMS <i>Naiad</i>

A team of four, one for each skill, will be selected at the end of the training period to compete in Bruges, Belgium between May 25-29 against their contemporaries from other NATO nations. Usually,



RO2(T) Ellis one of the RN team

about 10 countries compete, for the following honours:

Individual Champion of Flashing Light Reception

Individual Champion of Radio Telegraph Reception

Individual Champion of Radio Telegraph Transmission

Individual Champion of Teletypewriter Transmission

'The Communication Relay Trophy' (a team event)

'The Communication Quiz Trophy' (a team event)

And most prized 'The Good Communications Cup' awarded to the team with the highest aggregate points achieved in the four individual championships.

WE WISH THEM LUCK.

## 1970 — BLACKOUT YEAR

Paraphrased by **Lieut-Cdr J. W. Roskill, RN**, from an article by **Frederic H. Dickson, Joint Engineering Agency, Mallard Project, Monmouth, USA**

Some of us will remember that 1959 was a year of many magnetic storms, and that their impact upon the terrestrial atmosphere gave rise to serious HF radio blackouts. Now we must realise that 1970 will be a similar year, possibly worse. This article is therefore designed to warn communications staffs of what to expect, and how to alleviate the situation.

It was known, prior to 1959, that abnormal behaviour of the sun — resulting for example in solar flares or outbursts of extremely bright light in the solar chromosphere — is quickly followed by breakdowns in HF global communications. Under certain conditions, a solar flare will be paralleled by an instantaneous disruption of HF operations on the side of the earth facing the sun, and this will often be followed many hours later, by a reaction in the form of world-wide magnetic and ionospheric storms. These storms play havoc with HF communications.

In July 1959 a vast region of abnormal solar activity moved across the sun's visible disc, producing tremendous disturbances in both the ionospheric and geomagnetic field. The detrimental effect upon HF communications was felt throughout the entire world. On one of several occasions a solar flare lasted for more than three hours. A sudden shortwave fadeout began at the same time, and 38 hours later a geomagnetic storm 'broke', which lasted for more than 30 hours. HF circuits were knocked out for several hours.

Contrary to common belief, sunspots are not the most directly important of solar phenomena. Much more important is the chromosphere, which is a thin layer of solar atmosphere directly above the sun's apparent surface, or photosphere. With-

in the chromosphere is the plague, a region of abnormally bright light. The plague is believed to afford a more basic index of activity than the sunspot. Sunspots are always attended by plagues, but plagues frequently exist without sunspots. It is in the plague that the solar flare occurs. Such flares possess extremely high temperatures — from 3 to 5 times the heat of the sun's surface (about 20,000°C).

Coincident with a bright flare there is a sudden stoppage of certain HF radio signals, the sudden ionospheric disturbance (SID) or shortwave fadeout (SWF). The effect of a solar flare on HF reception is impressive. Everything appears to go dead at once. Even the background noise disappears. All frequencies within the HF range may be affected, but the disturbance, as a rule, is more intense and lasts longer in the lower range of the HF band.

These signals usually fade out before the higher range of frequencies, and they return after the latter have done so. Signals normally fade away entirely within minutes, and may not return for two hours or more. It has been found that with signals on transmission paths that pass through low latitudes, where the sun's rays are perpendicular or nearly so, a SID(SWF) is more intense than on paths that pass entirely through high latitudes.

Geomagnetic storms usually follow the very large flares within a day or two. These storms last anywhere from several hours to several days, and with the geomagnetic storms come ionospheric storms, generally less severe than a SID, but of greater duration. During ionospheric storms HF signals normally well received drop to very low levels, become erratic and often disappear entirely. The higher range of high frequencies is most affected, and to the same extent in both the sunlit and dark hemispheres. Transmission paths in low latitudes are less affected than those passing through high latitudes, the precise opposite of the effect of a SID.

### Rule of Thumb Corrective Action

Following a SID, when the lower HF frequencies will fade first, change to a higher transmission frequency. If these higher frequencies have also been disrupted, the only alternative is to wait until the fadeout ends. The temptation to troubleshoot his apparently dead receiver should be resisted by the operator.

Following an ionospheric storm, reduce frequency and increase effort to extract a readable signal through the atmosphere.

### Summary

HF radio communications will be seriously affected in 1970. The blackouts will come suddenly and without warning. This will happen many times during the year, and since no power on earth can help it, we have no choice but to accept it.



*Photo by courtesy of Belgrave Press Bureau,  
London SW1*

## A SPECIAL OCCASION

by The Editor

When a Communicator gets married it is an occasion but when a Communicator marries a Communicator then that is a special occasion. Our photograph shows the bride who, as Second Officer Daphne Seller, WRNS did so much good work as the Wrens sub-editor of *THE COMMUNICATOR*, and who is sadly missed, and the bridegroom, Lieut-Cdr Edward Goring who is serving in *HMS Mercury*.

The picture includes Captain Sir Peter Anson (Captain, *HMS Mercury*), Captain P. Prince (Deputy Director of Naval Signals), Cdr N. Fawcett (Executive Officer, *HMS Mercury*) and Cdr G. W. Lowden (Commander X). In the background, but well to the fore, Lieut-Cdr H. P. H. O'Brien (SA(T) *HMS Mercury*).

The church where the wedding took place on November 29, 1969 is the delightful parish church at East Meon.

*(Editorial note — It is quite untrue that he married her so that at least one of the family would have some knowledge of communications!)*

## IRAN FOR CENTO

By Lt-Cdr G. M. Timpson, RN

Recent events in the Middle East have focussed the limelight in that area on those countries concerned with Arab unification, so that little attention has been paid to Persia, or Iran as she is now known. This

country is predominantly Muslim but her interpretation of this religion is somewhat less pragmatic than that of her neighbours and she maintains her independence in this conflict. However it is with her military maritime aspect that this article is concerned.

Just as the west has NATO and the east SEATO for mutual military protection, so certain countries in the Middle East have signed a treaty called the CENTO alliance, and it is Iran which in maritime affairs has gradually become the most prominent partner of the five, which consist of Britain, America, Iran, Turkey, and Pakistan. The last two have become somewhat ineffective, for the closure of the Suez canal has cut off Turkey from her CENTO allies by sea, and Pakistan alas is in such a parlous financial state from the war with India over the Ran of Kutch, that she no longer provides any ships for CENTO exercises. In the meantime Britain is preparing to withdraw from the CENTO area of influence, and the American presence there is becoming tenuous, particularly with their current withdrawal trend in Vietnam which may well spread elsewhere. So it is Iran which might be fairly described as the most active and stable CENTO partner in maritime affairs.

The Iranian Navy was for the most part destroyed at the beginning of the Second World War and the country occupied by the British. This caused a full stop in recruiting until 1947, and even then internal political strife prevented any stability in the country, so that until very recently Iran had a sadly ancient fleet and very little expertise in maritime affairs. Two things, closely related, have changed all this. First the country's prosperity has surged upwards with the revenue from their considerable oil resources, and secondly the country now enjoys the fruits of what is to all intents and purposes a benevolent dictatorship with the monarchy firmly ruling in the shape of the present Shah. The days of Mossadeq are far gone, the Shah has a son as heir to his throne and at last satisfied that he had won the confidence of his people, he consented to his coronation in 1968, some 25 years after he came to the throne, when his chances of survival looked small indeed.

Iran has clearly seen that it is unwise to rely for defence upon any of her neighbours, or indeed Britain and America in the very near future, and has, therefore, decided to no less than triple the size of her Navy. Old ships are being rapidly replaced by new corvettes from America, new Vosper frigates and hovercraft from Britain plus the old battle class destroyer *Sluys* and an A class submarine. The men are being sent on specialist courses all over the free world, wherever a country has the necessary expertise and facilities and will take them for instruction. These countries include Britain, America, Italy and Pakistan, so their thinking and doctrine are bound to be very much influenced by these countries for some years to come. The gap in recruiting caused by the Second World War meant that until last year there were no holders of any rank between Lieutenant Commander and Flag Officer, but in 1968 the first

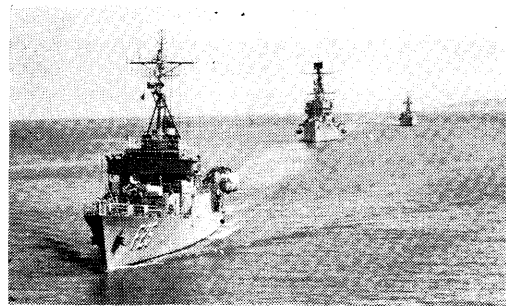
promotions to Commander were made, and presumably some to Captain will follow in the not too distant future.

Every year the main CENTO maritime exercise takes place, for which Iran has been host nation during recent years. Iran's ancient claim to the ownership of Bahrain, where the British and American CENTO forces are based, makes it impossible to carry out the functions of host nation from there, and Pakistan is not suitable at the present time. Thus at a set date, representatives of the CENTO alliance gather in Teheran to plan the annual exercise, which particularly for those based in Bahrain is a welcome change in climate and recreational facilities, since Teheran is a city with plenty to see and do by day or night. This change is even more welcome after the journey from Bahrain to Teheran, for which due to Iran's claim of Bahrain as her 14th province, there is naturally no direct commercial route; furthermore any sign of a Bahrain stamp in either passport or health document at the Teheran airport and the visitor is quickly returned on the next aircraft from whence he came. Thus British and American visitors have to have two passports and find a suitable country neutral to the squabble, where they can change both airlines and passports to complete their journey. Air travel in the Persian Gulf area is a traumatic experience in itself, and more than one firm has been nicknamed 'Inshallah Airlines'.

The Iranian naval headquarters in Teheran shows one piece of British influence in that it is as far away from the sea as it can be, but here mercifully the similarity ends. Whoever designed and erected this magnificent building obviously never had his aesthetic sense blunted by the insistence of an MPBW to make the place as much like a stark prison as may be, and in fact the result is an attractive construction in white, with large air-conditioned rooms and full facilities, superbly sited high up the hill on which the city stands, and commanding a fine view of the surrounding countryside.

Working with any foreign nation is never easy and Iran is no exception to this rule. Fortunately most of their officers speak good English, but such is their natural courtesy and desire to please, they all too often give the answer to a question that they believe you want to hear, rather than the factual one. This trait can make planning difficult and if unknown to the planners can lead to setting too ambitious a programme in the exercise itself which leads to disaster. However the one greatly encouraging thing about the Iranian Navy is the keenness and industry of the young officers which one can put down to the country's general wave of prosperity and happiness brought about by the popularity and wisdom of the present Shah.

The IIN is gradually moving its main naval base to the south of the country to Bandar Abbass, where a multi-million pound project is already well under way, designed to provide every facility necessary for a maritime headquarters, including a new airfield.



**Commencing a Form Foxtrot Port. From front to rear: IIS 'Naghdi, USS 'Luce', HMS 'Aurora'**

It is from there that the annual exercise takes place. The crews of the Iranian ships are lacking in experience and do not spend long enough in one job before they are taken out and sent abroad for further education, and this is particularly apparent in the communication field. One observer visited their flagship during the early part of an exercise when the flagship was conducting manoeuvres involving all units of the CENTO fleet. He was amazed to find only two officers on the bridge at all, one of whom was the Officer of the Watch, whilst the other, who had done an 8 week course in communications, was not only manning the manoeuvring circuit alone, but also extracting the signals he required for each new manoeuvre, passing them out to the fleet and explaining to the Officer of the Watch what should happen. Both these officers were young Sub Lieutenants. When the serial was over, the observer enquired why it was no one seemed able to raise the Iranian flagship on the morse high command circuit, supposedly manned day and night. The Sub Lieutenant expressed amazement at this and confirmed there was always an operator on watch. However further probing discovered that only one rating in the ship could actually read and transmit Latin morse, thus difficulty in gaining contact was scarcely surprising.

Perhaps the most enterprising ship in their fleet was the *Parvin*. All the visiting members of the planning conference thought they knew all the Iranian ships taking part in the exercise, but were taken aback when just going to press with the operation order, for they were asked to include the *Parvin*, reputedly a submarine chaser. Actual details about her performance and equipment were vague and when the fleet gathered in Bandar Abbass she turned out to be a 60 foot launch fitted with radio and one sonar set. When all the ships had gathered, various specialist conferences were held to make sure everyone understood the orders and had no problems. These conferences were held concurrently and the captain of the good ship *Parvin* wisely decided that the communication conference was the most important. It transpired that poor *Parvin* had only one of the many signal publications that the orders demanded, and this was the manual of manoeuvring signals, but

without any changes or amendments at all; by this time several had been published. In addition to this his radio set could only be set on one of the entire range of frequencies allocated for the exercise due to a lack of crystals. A slight adjustment was made to the communication plan so that this frequency was used for the most important circuit, and mentally everyone wrote off the little *Parvin*, not really expecting her to take much part in the exercise. Her problems were not made easier by her complete lack of any experience or equipment which would allow her to refuel at sea, and her range was not sufficient for her to last the whole exercise.

To everyone's amazement *Parvin* not only survived, but always seemed to be in the right place at the right time, directed one supposed by some native instinct or perhaps a link with an invisible albatross. Refuelling was done by suspending a hose on the end of a boom whilst the *Parvin* skilfully kept in the same place relative to her benefactor and filled up her tank direct, spilling remarkably little fuel in the process. However her piece de resistance occurred as the fleet weighed anchor for the last part of the exercise from a deserted bay on the Iranian coast. *Parvin* said she was delayed for half an hour and would catch up. This everyone thought is where this little ship makes her graceful exit, but on the contrary, she fulfilled her promise and took her place a short time later. It transpired that the captain found he had run out of food just as he was about to sail, and rather than ask for help, sent a party to the deserted shore, who quickly found and slaughtered an unsuspecting goat, which fed the crew for the next few days until they returned to harbour.

Each year the annual CENTO maritime exercise becomes a little more ambitious, and as the new future dominant partner emerges, it is to be hoped that this progress will continue and that the ties which have been gradually strengthened between the Iranian Navy and our own are carefully maintained.



"While I appreciate that for the first time in your life you have used a bit of initiative, all the S.C.O. really wanted was the ESTIMATED time it would take to break up the crypto equipment!"

RS Almer.



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## CHEERS AND CHEERIO

by the Editor

As the issue of rum is being stopped from August 1, 1970 I thought the younger element of the Communication Branch might be interested in some notes on this particular navy privilege of long standing.

Prior to 1655, when rum was introduced, it was very difficult to store water on board ships so when a ship went to sea the usual liquid refreshment was beer — a gallon a day for each man. When beer ran out off non-beer drinking countries the local wine was bought and issued in lieu.

In 1655 Jamaica was captured and the British sailor was introduced to rum of which each man got at least half a pint daily — neat! In those days life onboard ship could be very uncomfortable and as the ships were not heated in any way — very very cold. The only way to combat the icy elements in winter was to put on more and more clothing. In this respect therefore rum may have been of some comfort as it helped to keep the sailor warm. The rum ration was, however, very potent and caused a lot of trouble as well as numerous deaths caused by men falling from aloft after drinking their rum ration.

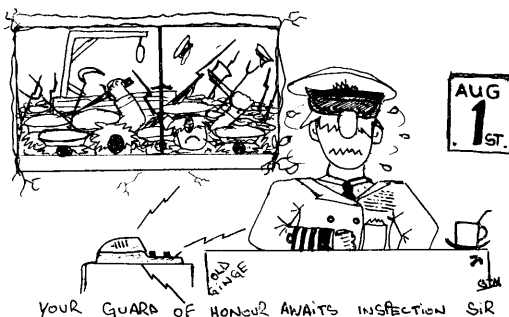
All the troubles caused by the rum came to a head in 1740 when Admiral Sir Edward Vernon, nicknamed 'Old Grog' from his habit of wearing a coat of grogram cloth, ordered a proportion of water to be added to the daily ration. This mixture of water and rum became known as grog after him. In its modern form the ration has an alcohol

content the equivalent of slightly more than four measures of spirit.

The Admiralty Board has now concluded that the rum issue is no longer compatible with the high standards of efficiency required now that the individual's tasks in ships are concerned with complex, and often delicate, machinery and systems on the correct functioning of which people's lives may depend. That this is not an economy measure is apparent from the fact that the vast sum of £2.7m is being paid into a new Sailor's Fund which will be used solely for the benefit of ratings and Royal Marine other ranks who will have a major role in the administration of the Fund.

Abolition of the rum issue will also be accompanied by two concessions. Chief Petty Officers, Petty Officers and senior non-commissioned officers of the Royal Marines will now be allowed to buy a small quantity of commercial spirits, a privilege previously only enjoyed by officers. Junior ratings and Royal Marine other ranks will have the amount of beer which they are allowed to buy increased. The free tot on 'Splice the Mainbrace' will continue.

In my experience in the Royal Navy little is ever taken away from the sailor without something being given, and usually that which is given is much better than that which has been taken. I believe that the Admiralty Board's decision is welcomed by a goodly majority and accepted by most of the others.



## VELKOMMEN TIL NORGE

by CCY Haines

For the benefit of those who do not speak Norwegian (unlike the editor of course) may we bid you 'Welcome to Norway'. In particular to Kolsås, the headquarters of CINCNORTH.

The RN element at the moment is 28 strong with 11 officers and 17 ratings/WRNS, of whom the 11 Communicators are: Capt B. K. Shattock, Lieut-Comdr W. Nippierd, Lieut P. J. Stembridge, 2/O J. Sunley, CCY Green and CCY Haines, CRS Matthews, CPO Wren J. Norman, RS(W) Luke, LRO(G) Davenport, RO1(G) Fox and Wren Kelly,



#### AFNORTH NAVAL COMMUNICATORS

Left to Right: RS(W) Luke, Capt Shattock, 2/o Sunley, CRS(G) Matthews, RO(G) Fox, CCY Haines, Wren Kelly, Ch Wren Norman, CCY Green, LRO(G) Davenport, Lieut Stembridge, (absent Lt-Cdr Nippierd)

and three 'Greenies' in the Maintenance Section.

For those who are not familiar with NATO working, briefly it is an inter-Service, international job. The HQ Signal Officer is a UK Army colonel, the Assistant OIC is a USAF captain. British, Americans, Norwegians, and Danes, Army, Navy and Air Force, are all working side by side in the various communication billets.

The Communications Message Centre (CMC) is the equivalent of our MCO and runs on roughly the same lines although it is an interesting point that here we must have an 'Action Officer' on all signal messages even in those cases when CINCNORTH is only an information addressee. A four-watch system is used normally but for exercises, etc, three or even two may be broken into. Four in a watch, ie, a 'Trick Chief' and three. At present we have two CCYs and two US Navy POs as Trick Chiefs plus three Danish girls in each watch . . . and very efficient they are too. In overall charge of the CMC is a UK Army WO II (R Signals) assisted by a female Danish Sergeant (Air Force). Add to the above, Crypto (US Army WO), the A/T Terminal Room and the Relay Centre itself (supervised by an RAF WO), the Maintenance Section (Senior Master SGT USAF), and a Training Section (Tech SGT USAF), and you have an idea of Lieut Stembridge's empire. By the way, he is also the divisional Officer for the Communicators, and responsible to Capt Shattock who is the SRNO.

At first glance the watchkeeping hours appear to be long, but with the 'stand off' system one gets quite a lot of time off. Experience has shown that it is not the work here that is the hardest . . . it is the leisure. Life is what you make it — really enjoyable or deadly boring. In addition to the two excellent clubs, one NCOs', one ORs', one can en-

joy or suffer football, badminton, hunting, fishing, swimming, sailing, golf, and of course skating and skiing. The winter is now upon us and the thermometer can be anywhere from +3 degrees centigrade to -18, and I am told it will drop to about -25 before winter is over. As I write the snow has not really made its appearance. There is only about ten inches, which is not very good for skiing as it is not really smooth enough. I am assured that more will fall in the next few days, and should reach its yearly average of about five feet. It is not as cold as it sounds (says he in 'Long Johns') and at Easter time in the mountains it is possible to sunbathe by the side of the ski slopes. The Holmenkollen Ski Jump is world famous and is not far from here and of course it is the ambition of budding skiers to brave it. Surprisingly enough it has claimed only three victims, the most notable one being the gentleman who rode a bicycle down it whilst under the influence.

The standard of living in Norway is high, consequently the cost of living is very high. Houses are straight from the pages of glossy magazines and the food is comparable. The Government has a monopoly on alcohol, which means prices are sky high in bars but slightly lower in 'off-licences'. This means that most of the social life is carried out in the home. This gives us an advantage with our duty free spirit and cigarettes. Once one gets accepted into the Norwegian way of life, it opens up an entirely new way of living. The different customs and foods are a real eye opener. Having given you a slight insight into this 'once in a lifetime' draft, I would like to remind you, any time you are in Oslo on a 'jolly', to look us up.

## CROSSWORD

### CLUES

#### Across:

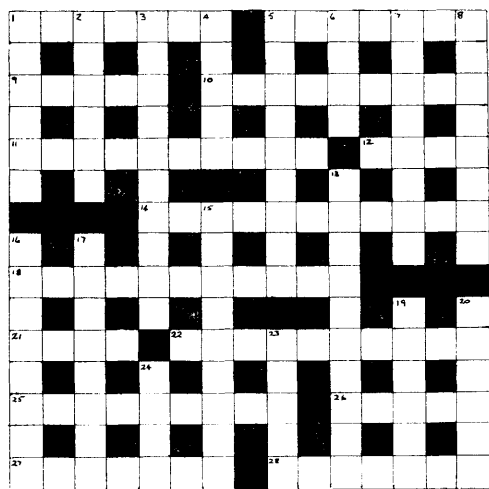
1. One gram without colour is set aside. (7)
5. Material that without a head needs a head. (4-3)
9. 'Which cannot take part in the lies Of acting these gay —.' (Stephen Spender). (5)
10. Hang me cap up while I drink this. (9)
11. He must drive here, so I act strangely. (10)
12. Soft, behold! Delete the thud. (4)
14. The cinema chair may provide a resting place for him. (3, 8)
18. The Tory tramp or St. Stephen? (11)
21. Right, I (twice?) made a jingle. (4)
22. Put a bit in a cool place, or two places? (10)
25. Five show the way to justify it. (9)
26. Twisted half of 19, and the editor dyed! (5)
27. Sheltered channel quite alone. (3-4)
28. Put my back up after the worker on strike said the opposite. (7)

#### Down:

1. Influence a devil before the performance? (6)
2. The tenor maligned the centre—that's standard! (6)
3. Stir 23 with Ravenshead for a breather. (10)



4. Coin of the French whip. (5)
5. The test meant what it said. (9)
6. Run about the pole. (4)
7. 'And since that time it is eleven years; For then she could stand — — ; . . .' (Romeo and Juliet). (4, 4)
8. Chide toy breakers in defence of justice. (8)
13. A rash I dn. treated by one of his mixtures. (10)
15. Revive one man-eater. (9)
16. A soft lap or five confused the confirmation. (8)
17. Come, men, carbon compounds should begin. (8)
19. A measure of tree affinity? (6)
20. We made an attractive garland. (6)
23. Work time entertainment. (5)
24. Do not reach in 14 ac. for the mineral. (4)



by ANN JEWEL

## THE COMMUNICATIONS BRANCH OF THE ROYAL NAVAL RESERVE

by CRS C. Tinkler

### History

In 1932 it became evident that, in an emergency, the Fleet would be desperately short of wireless operators. At a time when, perhaps, the layman's interest in the technicalities of radio was reaching its height, the Admiralty decided to tap this potentially rich source of talent. An article in the press invited interested civilians to exercise with ships of the Fleet, and soon men from all walks of life began to learn the peculiarities of naval procedure.

Contacts on the air were consolidated during the 14-day training periods which the reservists carried out in ships of the Home Fleet. They wore only a POs cap with a black badge and a civilian suit and in many cases sported moustaches. The comments from the mess decks call for only the minimum of imagination, but were apparently taken in the right spirit!

The meeting places for many of these small units were often the homes of members, usually in a

bedroom, some times in a bathroom. There were occasions when a reservist was evicted from 'digs' by a suspicious landlady, and in one case, training was carried out in a city boilerhouse at a rental of 5s per week. The Service refused to pay the rent so the payment was made from the proceeds of a collection. Volunteers indeed! When war broke out over 2,000 of them, by this time known as the RN WIRELESS AUXILIARY RESERVE, joined the Fleet. No payment was made to the individual for his time or for the equipment which he operated, which in almost every case was made from parts purchased privately. Thus the total cost-effectiveness, to use the modern phrase — was practically perfect.

Many were commissioned during the war and some are still actively interested in their local centre. Doubtless some will be remembered by the elder brethren of the Service and probably with respect.

After the war the RNV(W)R was reformed and later with the old RNV(R) became a part of the reorganised Royal Naval Reserve. The current strength of the Communications Branch is about 900, of which about one third are WRNR.

### Present Structure

Under the Admiral Commanding Reserves, the Communications Branch is administered through the Senior Officers Communications Branch (Capt H. J. Lorton, VRD, RNR). For administrative purposes, since January 1, 1970, the country is divided into geographical areas (*eg.* Scottish, NE, Midlands, etc) and these are further subdivided into a total of 12 sub areas. Each sub area has three or four Training Centres some of which are contained in the better known sea training centres (or RNR Divisions) such as London, Mersey, Forth, etc. An RN CRS is responsible for one or two of these Centres and each Division has a CCY.

The duties of the Permanent Staff include enrolment, training, payment and discharge of the reservists, stores accounting and the necessary reports and returns through the usual administrative channels.

The policy is to fill these billets with CRSs and RSs on regular engagements with the exception of a few which will continue to be manned by men on NCS engagements. A DCI(RN) gives details for those who wish to apply for preference drafting; a unique opportunity for anyone who would like a draft to his own home town working with civilians.

### Training

The communications reservists are trained under one of the following sub specialisations and details of standards of knowledge are contained in RNCP 15:

RO(RC) Morse, crypto, voice, technical (to minesweeper level)

RO(TC) Flashing, crypto, voice tactical with the accent on minesweeping

RO(GC) A/T, crypto, voice  
WRNR RO As for RO(GC)

Reservists are required to carry out drills amounting to some 80 hours per year (60 for WRNR), and 14 days' continuous training. Continuous training is carried out in the RNR mine-sweepers, WF ships, shore headquarters or in the Signal Schools on advancement or refresher courses. They are paid Naval Rates during Continuous Training and an annual bounty for completing the required drills in addition.

Each of the communication areas has a WF ship affiliated to it with the object of carrying out communications exercises and stimulating interest. Although the difficulties in manning and operational requirements in ships are appreciated, the modern reservist is just as keen to work with and learn from his RN counterpart as were those who formed this active reserve nearly 40 years ago. Most of the 43 Centres, which are listed in RNCP's lead a fairly active social life, and any member of the RN on leave will always be extended a welcome.

There are also HQ Reserve Units at Plymouth, Portsmouth, Chatham, Rosyth, Greenock, Northwood, and Gibraltar whose members are a welcome source of manpower during major exercises.

### Recruiting

The current climate for recruiting is poor, and a most welcome reception awaits any Communicator who leaves the RN and wants to do a bit of part-time communicating, earn some pocket money and join in a friendly Naval atmosphere for one or two evenings a week.

## RNR SOUTHEND

by RS Croft

'RNR Southend? yes Chief I'll volunteer for that. Er, just one point — where's that and what will I be doing?'

Well, that's how it began two years ago. Of course, I had heard of the RNR but had no idea of what they did, when, where or how. So the next Monday saw me en route to Southend and a complete awakening. The Centre itself is in Westcliff-on-Sea. On one side is the Westminster Bank and on the other a pet shop. Originally a WW2 auxiliary fire station, the building was given to MOD(N) and converted into the Wireless Centre it is today. There are two classrooms, a T/R, RMR, six voice cubicles, OIC's office and a lounge with bar. Equipment-wise it's fairly well off with a 603, 618, GK185, Ratt Bay, B40/B41s, two 612s and other ancillary equipment. The classrooms are fitted either for morse tx/rx by key only or with (one classroom only) autohead. Also provided are 16 typewriters which may be drawn on loan for any one to take home and practise on. Also available for home use are B28s fitted with Copley-May transmitters inside the lid to allow for home exercises.

When I joined Southend, the strength (all male)

was approx 15-17 consisting in the main of ex-RN ratings. Drill evenings are Tuesday and Wednesday evenings from 1930, the bar opening on completion of evening instructions. Organising classes is, I found, haphazard owing to the different appearance days of the chaps. Some are watch-keepers in civvy street so you miss them for their month's night shift then get them for the next couple of months, whilst others live some distance away and only make one appearance a week. Others who live on the premises, so to speak, are there every possible evening and then some, given the chance.

So with classes I found it best to see who turned up and work from there. Tuesdays were normally classroom instructions and Wednesdays given over to practicals with other RNR centres and units, either in morse question and answer exercise or attempts to make Ratt contact. Regrettably, during my stay at Southend we never once successfully made Ratt contact for very long.

But of course, it was not all work and no play. We had a very keen .22 team and shoots were often arranged against local teams, particularly the Southend Police, also, on Sundays we often had .303 and SLR shoots at the local Garrison ranges. Social evenings and dances went down well and were also, in the end, a source of recruits, when, in January '69, the WRNR unit was commissioned.

So much for the drill nights and social evenings, but there was an awful lot of other things to do. Correspondence, book corrections, musters, changes, store demands and returns, dockyard assistance for defects beyond our resources, enrolling of new recruits, medicals to arrange, kitting-up, documentation, cleaning, mustering, etc, of the small arms, documentation for the chaps going away on courses long or short, those going away for their fourteen days' yearly training and, of course, answering the innumerable questions from the general public who thought we were an information bureau on anyone and everyone past and present in the RN.

On Sunday mornings when numbers and opportunity allowed we also had an exercise with the (Homer) sets, the B28/Copley Mays. Using the Centre's Type 618 I worked away with them at question and answer for those who had flashed up and were keen for an hour or two of morse. Being a seaside resort town, opportunities were taken to join as many civic events as possible so that Armistice Parades, Carnivals, etc, always found the RNR represented. Must admit, it's a good view from the bows of a DUKW when in the Carnival procession.

Very briefly then my experiences with the RNR. I've been drafted back to general service now but top of my Form B45 will be found RNR Anywhere. If you live in an area where there's an RNR Unit, Centre or Headquarters, next time you're home drop in on them, they'll be pleased to see you and the beer's always good.

# GOING THE ROUNDS IN MERCURY



**The Captain**  
**Captain Sir Peter Anson**



**The Training Commander**  
**Commander**  
**J. L. Freeman**



**The Commander**  
**Commander**  
**N. F. Fawcett**

## STAFF

IDO Mr R. R. W. Davies  
SA(A) 3/0 D. C. Williams  
SA(FT) Lieut C. S. Collins  
SA(T) Lt-Cdr H. P. H. O'Brien  
SORT Lt-Cdr J. B. Gallagher  
SOSP Lt-Cdr J. M. Findlay

SOTA Lt-Cdr D. W. Coggleshall  
SOTO Lt-Cdr B. D. Salwey  
AEWO Lieut J. B. Sheridan  
AT1 Lt-Cdr J. D. Buchan  
E1 Lt-Cdr R. K. Dibble  
F1 Lt-Cdr D. Dobson

J1 Lieut J. M. Benson  
NETO Lt-Cdr J. C. Dreyer  
O1 Lt-Cdr W. D. Redmond  
SIO Inst-Cdr G. Emmons  
T1 Lt-Cdr N. J. Hill-Norton  
TRO Mr W. C. H. Bugg

## COMMANDER-IN-CHIEF'S INSPECTION OF HMS MERCURY

The Commander-in-Chief, Naval Home Command, Admiral Sir John Frewen, GCB, inspected HMS *Mercury* on February 10, 1970 and, after the inspection, sent the following signal:

'The standard of turn-out for divisions yesterday was outstanding. I was also very well pleased with the appearance of the Establishment, the progress that is being made with your programme of works and new techniques of management and the way all concerned are adapting themselves to both. Well done.'

The Captain, HMS *Mercury*, Captain Sir Peter Anson, signalled his ship:

'The Commander-in-Chief's signal speaks for itself and I wish to take this opportunity for saying "very well done" and "thank you all" for your splendid efforts.'

## We Welcome Back —

### The Rev. J. G. Scott, OBE, QHC, LTh, RN

John Scott was born into a seafaring family with Merchant Navy associations, and his own seagoing career began during vacations from Durham University, which he entered in 1936. He served as a deck-hand in *Golden Eagle* running between London and Margate. Of the large number of Communicators who have known him, few probably realise that he, too, is an ex-Communicator — to leave the obvious pun unsaid. It was during his 1940/41 period of service in HMS *Europa* (Coastal Forces) that John 'saw the light', an unusual experience for a Bunting! John was ordained at Rochester in 1942 and was appointed Chaplain (with Instructional duties) to TS *Anson* at Dartford where he remained until 1945 as a Chaplain, RNVR.

In 1946 he joined the Royal Navy, and it was at this time that he met and established a long friendship with another well known Bishop in the communication world — Rev John Marks, who has recently retired. During the following 22 years he held appointments in:

- 1947 HMS *Simbang* (Singapore)
- 1948 HMS *Adamant* and 5th Submarine Flotilla (Far East)
- 1949–51 Home Fleet Destroyer Flotillas
- 1951–52 HMS *Superb* (Home Fleet)
- 1952–53 HMS *Swiftsure* (Home Fleet)
- 1953–55 HMS *Mercury* with HMS *Dryad*
- 1955–57 HMS *Birmingham* (Med Fleet)
- 1957–60 HMS *Collingwood*
- 1960–62 RNAS *Halfar*
- 1962–64 HMS *Albion* (Far East)
- 1964–66 RNB Portsmouth
- 1966–68 HMS *Mercury*
- 1968–69 HMS *Sultan*
- 1969 HMS *Mercury* (again!)

He was awarded the OBE(Mil) in 1967 and appointed Honorary Chaplain to HM the Queen in 1968. He lists as his favourite pastimes: drinking, walking, cricket, darts, sailing, swimming. He hates driving, which probably accounts for the first two. And, though he does not admit it, he also enjoys working for charities, which many know to their cost!

One ex-*Mercury* Chief GI still talks of the Friday afternoon when he marched the NE Division off the parade ground using marching manoeuvres. But John has a prouder boast. On a very cold winter morning in *Mercury* with Divisions assembled for prayers, he picked up a lamp and made to the parade.

'It's cold up here. God be with you. I'm off!' And I'll wager only the sparkers got it.



## THE CHIEF PETTY OFFICERS' MESS

by CRS D. L. Alderson

*The President:* D. L. Alderson, CRS

*Vice-President:* R. H. Lomas, CRS

*Secretary/Treasurer:* J. N. Hilder, CRS

*Mess Committee:*

J. V. M. Smart, CCY; R. G. Smith, CRS(W);  
R. F. A. C. Mortimer, CRS(W)

*Entertainments Committee:*

R. P. Robinson, CHCEL; P. J. Edgell, CRS(W);  
D. L. Palmer, CRS(W); A. W. Alderson, CRS(W)

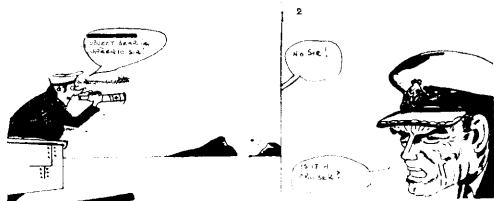
The west end of Mountbatten Block, recently a hive of industry with bricklayers, carpenters and painters, is now beginning to take shape with the 'new look'. This is in fact part of the internal improvements which have provided a combined dining hall for CPO's and PO's, a new enlarged PO's visitors' room and an improved visitors/ladies' toilet; a new dining hall for WRNS (ex-PO's dining hall) and the inclusion of showers in the CPO's basement heads/RA locker room.

Work is steadily progressing on the new WRNS block, Junior ratings accommodation blocks and the PO's accommodation block — the whole concrete jungle looming on all sides of the Mess! The broadwalk will never be the same!

The term has been fairly quiet regarding visiting classes. We have had but two Netherlands EW courses and the usual odd visitors from the Army to keep Henry Higgins company! Add to this the normal PCT and M courses and that is the sum total of our visitors.

It has, however, been a most interesting term, from the future policies of the Navy to the new pay structure now promulgated. Discussion and debate has been prolific whilst we all awaited the official doctrine on the new Military Salary and the long awaited, much discussed rank of Fleet Chief/Warrant Officer. Speculation and rumour were of course abundant in equal measure, depending on whether one read Chapman Pincher or the SUNDAY TELEGRAPH! In fact there is almost a case for legislation to slap 'D Notices' on journalists whose speculations are quite often very wide of the mark!

The general reaction to the introduction of the Fleet Chief/Warrant Officer is one of complete agreement that a long standing requirement has now been accomplished. In particular it is pleasing to note that advancement will be directly proportional to merit and not *seniority* as before. The rate of Chief Petty Officer need no longer be looked at as 'the end of the road', and whilst it is not the complete answer to a long term career structure for the Chief Petty Officer, it does provide motivation in order to achieve 'job satisfaction' at an age where previously one's experience and expertise were lost to the Navy. Inevitably there will be some disappointments, particularly amongst those senior members who have for so long pioneered the cause — but with any new creative improvement towards advancement, there



must be a deadline somewhere and it must be looked at in this light, that the long term interests of the Navy will be served and that the career prospects of *deserving* future Chief Petty Officers will be enhanced.

Our major social event at the end of last term was the Official Cocktail Party where we once again employed an outside catering company to dispense the food and drinks. It was intended to follow the Cocktail Party with a Dance and Social — the fact that the Social didn't so much 'follow', but 'just happened' without any real break was due to the waitresses! The replenishment groups went around refilling glasses, not in the intended method of just the right amount of mixture in jugs — but refilled *neat* from the bottle!

February 18 saw the Mess versus the Wardroom locked in combat at the 'Fox and Hounds' in Denmead to contest the 'Sea Dad's Trophy' — to the current members of that team and to all previous participants, one can only say that the Trophy has been retrieved from the Wardroom! It is however felt that the manner in which the trophy is contested, should be changed. We have become rather stereotyped with darts and bowls and the next match may well involve a cricket contest, not necessarily played according to MCC rules!

The Buffer has donned many hats this term — from the camp cleaning task to groceries from the NAAFI and from being 'our man in fish on Fridays', no doubt in order to make a take over bid at Billingsgate on his retirement! He is currently wearing another hat — that of Head of Light Entertainments and is organising with other members of the entertainments committee a Cheese and Wine party; we understand that the Buffer brings his own mice!

Our major official function this term will be the Mess Dinner Dance on April 10. Although the re-development programme has cramped our style somewhat in that we did intend to hold the dance in the Mercury Club. However, internal alterations to the west end of the club preclude this and we will have to use the Petty Officers' Lounge. For those ex-members onboard ships in the dockyard and to our other friends and honorary members who did not receive an invitation I can only send regrets and reiterate that the problem of seating all the members, their wives and guests, plus the official guests, makes it necessary to arrange the seating plan in the new combined dining hall very carefully in order to make maximum use of the available space.

Our shooting Shipwrights continue performances

#### CHIEF PETTY OFFICERS COCKTAIL PARTY



##### 'JOINT SERVICE COCKTAILS'

Our photo shows l to r: WOII Henry Higgins, Royal Corps of Signals; Captain Sir Peter Anson, and WOI Reeves, RAF St Mawgan



##### 'COMBINED SERVICES' COCKTAILS!

Our photo shows l to r: OA Palethorpe and Mrs Richardson; CRS(W) and Mrs Parker; CRS(W) and Mrs Carr; MAA Framingham (now in Juno) and CPO(CK) Chamberlain with his arm around Mrs Palethorpe

of a high order with the Mercury Rifle and Pistol club, shooting in the Portsmouth, Hampshire and Southampton leagues. Our contribution consists of Chief Shipwright Eccles, Shipwright Tribe (they do not respond to the term MEA(H)!), CPOGI Woody Byrne, CRS Perry and CCY Wombell. We are very well placed in the Hampshire and District League and CCY Wombell has done particularly well in the Pistol individual events.

The number of serving members who have joined the RNCCA is still surprisingly low as compared with ex-members who have now left the Service. It must be remembered that future reunions (the next one is scheduled for September 12) are being paid for from RNCCA funds and therefore attendance at such reunions is restricted to *members* of the RNCCA.

*The Newcomers:* CRS(W) Jackson, CRS(W) O'Clee, CCY Smart, CCY Ward, CCY Ballister, CRS Perry, CCY Abbott, CCY Couzens, CPO(MA) Evans, CCY Wagstaffe, CRS Bradley, CRS Wadsworth, CRS(W) Muggeridge, CRS(W) Collins, CRS Edwards, CCY Gilbert, CCY Wright, CRS Heaton, CCY Burt.

*The Exodus:* CRS(W) Carr (*St George*), CRS(W) McNeir (Release), CRS(W) Borman (*Norfolk*), CCY Murrell (*Rooke*), CRS Houston (Mauritius), CRS Greenaway (Release), CCY Robinson (FOST), CRS(W) McKay (*Dolphin*), CRS Kenyon (DNS), CCY Dennis (*Terror*), CRS Eilbeck (School of WS and M), CRS Haines (*Undaunted*), CRS Beesley (AFCENT), CRE Coutts (Release), CPO(MA) Soulsby (*Eagle*), CRS Williams (*London*).

## PICTURE QUIZ



One year's free R.N.C.C.A. subscription will be sent to the RNCCA member(s) (or any serving Chief Communicator(s) who join(s) the RNCCA by September 5, 1970) who can:-

- Identify the Admiral taking the salute.
- Identify the CSS.
- Identify the Commander next to the saluting base.
- Identify the Squadron/Division or Section marching past, and at least 5 of the Platoon by name.

All entries should be addressed to The President, Chief Petty Officers Mess, to arrive not later than August 1.

## RN COMMUNICATION CHIEFS' ASSOCIATION

**By The Hon Secretary**

A 'News Letter' with messages from the President and Vice President wishing the Association every success and with articles on various subjects of interest was forwarded to all members just before Christmas. Shortly after the despatch of this letter we learned, with very deep regret, of the death on December 22 of ex CCY A. B. (Jock)

Wight at his home in Havant. The Rev John Scott, Chaplain of HMS *Mercury* and our Hon Chaplain conducted the service and the Association was represented at his funeral. Jock left the Service in 1966 so was well known to both serving and ex-serving members.

Membership is now approaching 200. May we again stress that membership is open to all serving and ex-serving Chief Communicators and Associate Membership to all serving or retired Communications Officers. There is, rather sur-

prisingly, a dearth of members in these spheres and the Committee hopes that all who are eligible will give this matter their earnest consideration and apply to the Training Records Office for an application form. The next reunion will be on Saturday, September 12 and, as the Association will bear all the expenses of this, invitations will, of course, be sent to members only. Please apply early and avoid disappointment.

Our President, Vice-Admiral Sir John Parker, is now enjoying a well earned retirement and at the end of this term we will be saying farewell to our first Vice-President, Captain Sir Peter Anson, and welcoming his successor Captain B. H. Kent. We extend our grateful thanks to Captain Anson for all that he has done to place the Association on a firm foundation and wish him all good fortune in his new appointment.



**PEN PORTRAIT  
CCY MORGAN**

One cold morning in December 1935, during the reign of King George V, future signal boy 'Rattler' Morgan departed from his native village in Wales and proceeded via Bristol to join HMS *Ganges*. If he thought it was cold in the valleys it was far colder in Harwich especially when the Royal Marine barber had reduced his golden locks to about half an inch from front to back — then they say 'skin heads' are modern! People before me have described Shotley so let's just say it was pretty hard going, especially when we were *selected* to remain behind for that Christmas of '35. We queued outside in the covered way for our Christmas dinner — immaculately laid out on tin plates and bowls. Then a brief visit from the Captain and his family wishing us a Merry Christmas. They allowed us to smoke one cigarette and walk on the polished deck with our boots on — we duly scrubbed and polished the deck on Boxing Day. But enough of *Ganges*.

In 1937 three signal boys, Morgan being one, joined HMS *Eagle*, the old two funnel aircraft carrier and sailed for the China Station. Two and a half years later the troopship *Dilwara* brought out

our reliefs to Hong Kong. We all sailed back on her. War broke out whilst we were off Port Said. The thirty odd signalmen and killicks were split up to form the signal staffs on *convoy* Blue One, but all this talent didn't prevent the *Dilwara* colliding with a Blue Funnel liner (the Blue Funnel turned the wrong way) whilst exercising emergency turns.

I then had a short period on the *Kiloran*, a converted yacht of 150 tons. Ten in the crew plus the Captain and First Lieut. Signal traffic was practically nil so I was stand by helmsman one watch, then asdic operator the next. There was nothing complicated in the asdic set, all 'handraulic'. I saw her, the *Kiloran*, sometime after the war running holiday makers from Torquay up the River Dart.

Afterwards a few convoys with the destroyers *Shikari* and *Antelope*, then I joined the *Illustrious* in Barrow-in-Furness in 1940. It was a grand couple of years. I went from Signalman (Trained Operator) to Yeoman of Signals in fast easy stages. You may gather there was a great shortage — pass and get made — no rosters to wait on. We took a good beating by the German Stukas during this period, which put us in dock in the States for about eight months, during which time Lord Louis took over command as Captain but got promoted before he sailed her.

I eventually left the *Illustrious* at Durban in 1942 where I was attached to Combined Operations for the Sicily Landings and later on 'D' Day. We worked up for 'D' Day at Southampton and lived in old houses opposite the Woolworth Store. An area close to the Guildhall was fenced off with barbed wire and named 'HMS Squid'. The Bosun's mate made his pipes outside our living quarters within whispering distance of the shoppers. The favourite one being 'Away Motor Cutter', when up would draw a three ton lorry. It all helped to make us smile.

We sailed for 'D' Day on HMS *Nith*, a River class frigate. All went well until a 'buzz bomb' finished up in our ship's side. We managed to make the Isle of Wight where we regrouped and went back to headquarters ship on the cross channel ferry, HMS *Isle of Thanet*.

Next I joined the 21st Aircraft Carrier Squadron out in Trincomalee, HMS *Stalker*. The squadron consisted of about a dozen escort carriers which normally sailed in a circular formation with AC21 in the cruiser *Royalist* in the centre, with a couple of dozen escorts on the screen. Naturally all manoeuvring was done by flags. We eventually finished down at Singapore for the surrender by the Japanese. The *Stalker* was sailed for home but I was drafted to the coal burner HMS *Licia* to relieve a more deserving case for the UK. She was also sailed a while later for the UK, but I was sent to Cape Town to relieve the Yeoman of the carrier *Colossus*. No need to describe Cape Town to many, especially in those days immediately after the war. Everything was laid on. I eventually made Portsmouth on the *Colossus* in July 1946 and turned

her over to become the French carrier *Arromanches*.

It was quite an uneventful time after this. I got drafted to the cruiser *Nigeria* down the Cape and took my 12 becoming 'Morgan the Prudential'.

Unfortunately or otherwise, the Korean war broke out after I had been a Civvy about ten months. I came back as a Royal Fleet Reservist, signed on for pension and joined HMS *Ocean* who worked the Med and Korea alternatively with the *Glory*. This commission lasted two years 10 months, and a basinful of leave on completion, especially as extra was granted for time in Korea. By this time I was a Chief Yeoman and came to *Mercury* for the Instructor's course. On completion I got a draft to the *Triumph* (it was the Cadet's sea training ship at this time) as cadets Instructor. This was a pleasant change with wonderful cruises. Unfortunately she was paid off and I started my trot around the Captain 'F's — *Undine, Zeat, Eastbourne, Yarmouth, Rothesay*. I thoroughly enjoyed these. And during 1964 — Commcen Malta for 18 months, BRNC Dartmouth until I joined my last ship, the *Albion*. I had a grand cruise on her, just right for someone RDP-ing — Hong Kong, Japan, South Africa, Australia and back to finish my time at *Mercury* until I return to Civvy street in October — not really regretting one moment of the 35 years, during which period the good times far outweighed the bad in my case.

## THE PETTY OFFICERS' MESS

by RS A. G. Walker

President: RS Lucas

Vice-President: RS Burnett

Secretary/Treasurer: RS Steele

Mess Committee:

RS Willson, RS Killoran, CY Prince

Entertainments Committee:

RS Rockett, RS Killoran, RS Nickerson,

RS Taylor, RS Southgate, RS Elliott

For those members who have not been inside these hallowed grounds in the last year, there are certainly a few changes being made, the Mess has lost its own dining hall and we are now amalgamated with the Chief Petty Officers. Our visitors' room is being enlarged to take in both the ITV and the CPO's guest rooms. You probably will not recognise the lounge when you arrive as it also is getting an overall face-lift; when finished, it will have been papered, which should make for a nice change. On the accommodation side we do not appear to have gained much, certainly no more cabins yet. We now have a NAAFI run Automat, which provides such things as hot rolls, hot drinks, etc, except that it's not always working. There is quite a fair amount of other building going on too, which will all help to confuse those of you who are not in the know. But never mind, we've no doubt that by the end of 1984, Big Brother will be able to sort something out, that is if any of you are still able to take an active interest.



## The house that Jack built

Now is the time to start saving.  
And the least painful way is by allotment.  
There are convenient Naval facilities for saving through:  
**S.A.Y.E. (Save As You Earn)**  
**National Savings Bank**  
**Trustee Savings Banks**  
**National Savings Certificates**  
and a £25,000 prize-winning Premium Bond  
could be the one you buy in the  
sub post office of a shore establishment.



## National Savings

Talk to your Supply Officer about it, or write to  
The Secretary, H.M. Forces Savings Committee,  
Block B, Government Buildings, London Road,  
Stanmore, Middlesex.



# PROGRAMMED LEARNING AND TRAINING IN HMS MERCURY

by CRS J. N. Hilder

This is a follow-up of the article in the Winter 1968 edition, and looks at what has happened since, current development of Programmed Learning and what *Mercury* hopes to achieve in the future. But first to recall what Programmed Learning is. In programmed Learning (PL) the instruction is written down to the last detail in short logical steps called 'Frames'. A response is required from the trainee to each frame. This is a practical or written response, which ensures that he is participating and working whilst doing the programme. These programmes may take the form of machines or books and may be Linear or Branching. Linear programmes are written so that the trainee is always guided to make the correct response and goes from one frame to the next with all trainees following the same sequence. In branching programmes, most frames end with a multiple-choice question with the trainee selecting and answer. If he is right, he proceeds to the next frame, if wrong, his error is explained and he is directed to another frame which may or may not contain additional information.

What has been achieved since September, 1968? Validation trials or PL booklets continued with Call Signs and On Line Equipment programmes; validation proved successful and all were finally produced. CRS Harder completed a Programme Writing course to enable a further Senior Rate in *Mercury* to be qualified in Programmed Learning, which in turn would double the effort in this field. He finished the course successfully and his immediate task was to write a programme to tune the 640 Transmitter, which is a 'systematic' tuning guide, aimed at any Radio Operator who has had no prior knowledge of the equipment. The programme is being validated at present and the early 'card trials' were encouraging. Final validation results are expected by December. This first programme on the 640 will be followed with a programme aimed at the Radio Supervisor/Leading Radio Operator level to introduce 'front panel controls trouble shooting'; it is hoped that this will meet the 'T' Section requirements of not only training a person to tune the equipment but also enabling him to identify faults from the front panel indications. Before the latter can be taught, a trainee must 'first' be able to identify controls and tune the equipment, these come under the heading of 'Training Objectives'—Objectives will be discussed later.

Further programmes in the technical field are envisaged. For example CJA, CJC, RWA, etc., it is hoped that these will be integrated into syllabuses in due course if each programme is accepted. It became apparent that Programmed Learning in the Signal School was going to be encouraged in the light of the pilot scheme and experience gained so far. It was considered that we must try and co-ordinate the

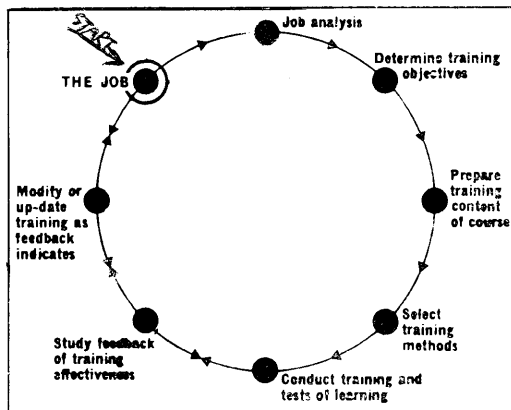
planning/implementation/administration effort of Programmed Learning. A 'Programmed Learning Centre' (PLC) has been established (not very plush I hasten to add—a nissen hut) not only for professional subjects, but for all Programmed Learning, including educational. Three teaching machines have been installed and a small library of films and text books established in order for private study to be undertaken at any time of the day. The most popular programmes to date have been 'Computer Programming', GCE English and Mathematics, this has proved that the facility has been a worthwhile project. Furthermore, it gives us—the programme writers—a central point to operate from, where all Programmed Learning, professional and educational, can be co-ordinated.

All aspects of educational training technology are developing rapidly and Programmed Learning is no exception. Basic principles remain the same but new methods and ideas of application are being discovered as more people realise its tremendous potential. This in turn does, however, present problems to management; primarily arranging syllabuses to allow PL to be integrated and ensuring instructors know how to use PL. However, before Programmed Learning can be introduced and fully integrated it is essential to define the 'TRAINING OBJECTIVES'—what do we mean 'Training Objectives'? This in a nut shell means are we training students to fulfil the tasks required of them? To quote the President of General Programmed Teaching Commercial Clearing House Inc of California, William A. Deterline 'Certainly all teachers attempt to teach more than the minimum hoping that each student will learn the minimum PLUS other information that is presented. Unfortunately the sheer amount of information that is presented usually makes it difficult, or even impossible for the student to learn all of it. Some of the material that is not learned usually includes some of the minimum objectives; as a result almost every student is deficient to some extent. If the teacher has never defined exactly what the minimum standards are to be it is even more unlikely that his students will always learn all of those objectives.' I wonder how often we do exactly as Deterline says? We must ask ourselves 'Where do we start to define our Objectives?' and with Programmed Learning what do we want the trainee to DO, not only at the end of the programme, but at the end of the entire course of instruction. There is, without doubt, a new recognition of the value of 'Objectives Training Surveys'. A new insistence on Job and Task Analysis (in other words what the job is and what he needs to know to do it).

Job and Task Analysis<sup>1</sup> should be recognised as essential preliminaries to the preparation of a training course. These job descriptions will permit training objectives to be specified in 'Behavioural

<sup>1</sup> Task Analysis — A systematic analysis of behaviour required to carry out a task with a view to identifying areas of difficulty and the appropriate training techniques and learning aids necessary for successful instruction.

Terms<sup>2</sup> that are now recognised as essential for effective training. These attitudes to training objectives which can result in training being geared to what people will DO on the job rather than what it will be nice for them to know—once training to objectives is recognised as a technique, it is a small step to getting recognition for the remaining essentials of good training.



The diagram illustrates the stages required in developing a learning system. Programmed Learning is another media by which we can teach a subject or part of a subject. The design of a training course can be programmed to use various methods such as Closed Circuit Television (CCTV), (*Mercury* is now carrying out feasibility trials of this system, which is one of the 'Top-Ten' innovations in the field of education) conventional teaching, programmed learning and practical methods to complete various parts of the course. We should always be aware of new educational and learning techniques, and investigate their potential value.

What of the future of Programmed Learning in the Communication Branch? A programme of work has been drawn up, the aim of which is to write 10 programmes in the coming year, these are mainly technical subjects. This will be achieved providing that the pilot scheme for the Type 640 transmitter is successful. Not only are programmes designed for *Mercury* but may be used at sea. The RNR is extremely interested in Programmed Learning, indeed, it is used in a number of Headquarters and its application has been encouraged in order to help solve the problem of continuity of classes in the RNR teaching concept. The RNR has, in fact, produced a number of programmes on communication subjects: the current project is the 618/CAS. Finally, as a Signal School we must remember that one of our main tasks is to train communicators to DO their job 'Efficiently' at sea and to quote Robert F. Mager 'We are not in the business of failing students'.

<sup>2</sup> Behavioural Objectives — An unambiguous description of the actual responses required of a trainee at the end of a course of instruction.

## RESETTLEMENT

By CRS Joe Jordon

If in thirty months you're on pension,  
Or finishing fourteen, or nine,  
The few facts that I will now mention  
Will help you when you've done your time.

Now first of all lets look at schooling  
Certificates for GCE's,  
The swotting up needn't be gruelling  
And no need for you to pay fees.

English, Maths and Navigation  
Taught by schoolies who know the score  
And if you need more information  
Just ring me on three six four.

The snag to these classes of course is  
That CND sends you abroad  
But you can do correspondence courses  
In your spare time when you're onboard.

I'll give advice on a 'Civvy' career  
And maybe I'll find you a job,  
In my office you should appear  
When six months of leaving the mob.

The first step towards your new role  
Is to fill in a form eight two eight  
To qualify those for the dole  
Who have left their visit too late.

If you can be spared by your section  
To learn all about your new trade  
Get the employer of your selection  
To train you up for it unpaid.

Alternatively if it's better  
The Navy can teach you a skill  
I just have to draft them a letter  
For the course you think fits the bill.

Lastly there's government training  
That's taken after your discharge  
There's not many facts now remaining  
I've covered it all by and large.

I will do my best to advise you  
On things about which you've a doubt  
And this I've no doubt will surprise you  
That this service is yours for nowt.

So don't leave it till the last minute  
Before thinking of civvy street  
Because the sooner you can begin it  
The better you'll land on your feet.

# **RESETTLEMENT – THE ANSWER TO THE PROBLEM**

Walbrook Appointments (COMMUNICO DIVISION) is an employment agency that specialises in the placement of telex, teleprinter, and telephone personnel in temporary and permanent positions.

As is to be expected, civilian operations are different from military and COMMUNICO offer a 28-day **RESETTLEMENT COURSE** consisting of an initial week's lecture in which we instruct upon commercial procedures, and the following three weeks are taken up working in a civilian office of our choice, thus enabling personnel to accumulate knowledge of the outside world.

When the course is finished, personnel will return to their service base to await release. Upon release COMMUNICO will be happy to advise and arrange a permanent position to suit you in civilian life.

It is impossible to give all the details of our course here, therefore all further enquiries should be made to the following person:

Mr. T. R. Gilbert,  
Walbrook Appointments (Communico Division),  
51 Tottenham Court Road,  
London, W.1  
Telephone: 01-636 8393  
Telex: 261489/261331  
Cable: Communico W1

*Technicians and Specialists please note:*

COMMUNICO is also in a position to help you obtain employment at home or abroad in the field of telecommunications. Radar, radio, telegraph, telephone, and satellite systems are but some of the aspects of communications that we deal in. A special course is being evolved for this and more information will be available at a future date.

**N.B. TO ALL PERSONNEL:**

**NO FEES ARE INCURRED FOR ANY OF OUR SERVICES**

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Vacancies exist for Men and Women (particularly ex-Service personnel) for Communications centre work. Recent experience in Cypher or Teleprinting desirable.

Appointments are paid on a scale rising to £1155.

Those appointed must accept liability for shift duties covering nights, week-ends and public holidays for which additional allowances are payable. Opportunities exist for Overseas Service.

All first appointments are temporary but with excellent prospects of becoming established (i.e. permanent and pensionable without Superannuation deductions). There are also prospects for promotion.

Civil Service leave, hours and sickness benefits apply.

Candidates and both parents must have been British Subjects since birth.

Applications, with full details of experience and qualifications to:

The Recruitment Officer, (CY OP/4)  
Government Communications Headquarters,  
Priors Road, Oakley, Cheltenham.

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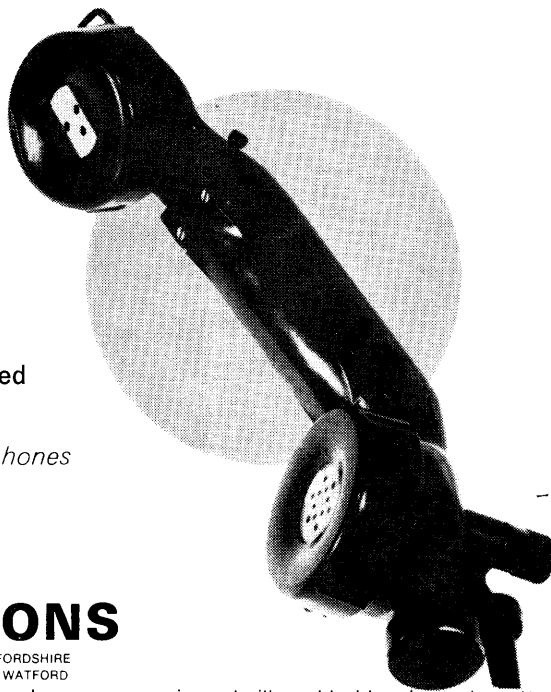


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# SHIP-SHORE NEWS

## ACHILLES REBORN

by RS 'Mick' Lewis

This is the first letter from the latest Leander frigate to be built at Yarrow's, Glasgow. Being one of the wide beam Leanders (43 feet) she is at present nearing completion. The ship is fitted with full ICS including the triple drive system, the C and M desk having slightly modified TCU's and for the lazy sparker Alarm outfit SQA with Auto D/F set FM16.

The last ship bearing this famous name, a cruiser, was flagship of the RNZN Fleet during the second world war, and was best remembered for her part in the action against the German Battleship *Graf Spee* off the River Plate, with HM Ships *Ajax* and *Exeter*. The German ship was finally scuttled off Montevideo on December 17, 1939. *Achilles* was later transferred to the Indian Navy and renamed *Delhi* and is still in commission.

Those of us who come from the sunny south of England find it hard to get used to one or two laws that exist up here. For instance, Scotstoun itself is a dry area, and as most of the ship's company are living here it means a fair walk for a pint, only to find that the pubs close at ten, all day Sunday.

Owing to the present staff being smoothies we often frequent such places as the Lincoln, Tiffany's or the Smugglers, while conflicting rumours of our forthcoming exotic visits become the talk of the day, that is if we ever manage to join the Fleet, at present we seem to be magnetically secured to the fitting out wharf.

We are all looking forward to starting trials after Easter, and moving to Guzz shortly after. The present staff consists of CY 'Sandy' Nabbs, RO2(G)'s Hicks and Gidlow, RO2(T) Hill and LRO(W) Tomkinson and we are all sweating on whether we will ever draw another tot!

## 'Champions of the Caribbean' HMS 'Arethusa' Communicators



1 to r: ROs Green, Hall Roberts, McDowall, Snedden, Crichton, Hughes, Towell, Irving, Hoyle, Armstrong

## HMS ANDROMEDA

by RO1(T) M. K. Williams

The advent of Crimbo in Hong Kong, after a week of exercising in Subic Bay, was something to look forward to. By the time New Year arrived, that bright-eyed, soul of the party, comms dept, resembled zombies with eyes like AA road maps. We sailed for Singapore on January 6, and the few days at sea proved to be a much needed rest cure. Our week alongside was extremely busy, with more memorable runs ashore, where some of our younger members discovered 'Boogie Street' ('They're not blokes'), and, in addition to all this, vigorous preparations for 'Janex '70' and FO2FEF's sea inspection to boot. 'Janex' started with a bang. Many ships leaving Singapore in formation one looked very impressive. This was the last time many of us would see the CCY until the end of the exercise, as it was time for him to take up his new appointment as ORO (well — that was his story). For the more staunch members of the department it was a time of two watches and much work. The climax of the early phase of 'Janex' came with our sea inspection by FO2FEF, which more or less was started by those heartrending words 'Hands to action stations'. Once more we see the ship resemble Woolworths on a Saturday morning.

'Anti-flash covering the nose'.

'Trousers in socks sleeves rolled down'.

'Who's pinched my lifebelt?'

However, things soon settled down to our normal smooth routine, with everything taken in our stride. Incidents came and went interlaced with astounding revelations by the Jimmy entitled 'Sit-rep'. We all issued a sigh of relief when the day drew to a close. A few days later our boilers hit a bad patch, so, after giving *Whitby* her inspection in our role as Captain D2, we went into Singapore for a couple of buckshee days alongside. This was a most welcome break from the vigours of 'Janex'. This period alongside, however, was all too short, as we were soon back in the mêlée for the final five-day war, which after the preceding weeks was easier than expected. 'Feb-sport' eventually arrived, giving all concerned a much deserved rest, and an opportunity for our sportsmen to show their prowess against much worthy competition. In all aspects of the sports programme, the Comms Dept was well represented, although our SCO and senior rates only just managed to retain their first team positions in the chucking up party. Possibly age had something to do with this. We completed 'Feb-sport' finishing fourth in the small ships section.

As this article is being written, we are on our way to a week in Bangkok, after which we have a three week AMP in Singapore, and then it is off to Aussie, where I'm sure the departmental smoothies will come into their own. After this we will be on the

## **RADIO OPERATORS**

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Free accommodation will be provided at the Training School.

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	23	£1085	" "
	24	£1145	" "
	25 (highest age point)	£1215	" "

then by six annual increases to a maximum of £1,650 per annum.

Excellent conditions and good prospects of promotion. Opportunities for service abroad.

Applicants must normally be under 35 years of age at start of training course and must have at least two years' operating experience. Preference given to those who also have GCE or PMG qualifications.

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Application forms and further particulars from:—

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home straight at last. It's many articles ago since I named the department so here they are again. Number one boy is Lieut C. D. Carter (SD)(C), CRS R. H. Grass, CCY D. Clayton, RS(W) B. Durrans, on the tactical side, LRO's D. A. Day and E. Smith, RO1s M. K. Williams, B. H. Mason and P. A. Naylor, RO3s I. K. Harris and A. T. Davies. On the G side, LRO B. Tomlinson (who soon leaves us for civvie street), LRO T. C. Clee, RO2s A. McLaughlin, D. C. Fowler and A. Stobbs, RO3s V. Sandford, C. Fitzsimmons, V. P. Cassidy and E. Hardman. Finally the W's are LRO J. A. Byrne, RO1s A. R. E. Foden and R. G. Hillen, RO2s L. W. A. Hogg, W. Wightman, J. L. Thorpe and W. H. Barrett, RO3s P. Kinnear, P. McBride and R. Durrans. I forgot to mention LRO Smith is also shortly to leave us for civvie street.

#### Footnote by CCY D. Clayton

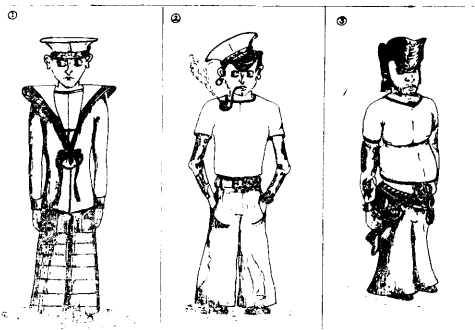
If, in six months' time (optimistically speaking), you see a CCY walking around *Mercury* wearing a PRI badge, have no fear, it's only your friendly ORO from *Andromeda*. New Entries beware, he might shout 'Come right' instead of 'Corpen 9' and he might be more interested in the latest form yellow rather than Wren Smith, but I doubt it! Perhaps this is an insight into the future, however, he soon resumed his roll as King Pin (?! typist error) comms on the last day of 'Janex'.

### ODE TO AN ODE

by Stripey and Medals (HMS Blake)

At the beginning of the commission we had about 20 new entries joining us from HMS *Mercury*. Carefully we opened the box and there they were! (I knew that we should've taken the money!!! apologies to Mr Miles and Alf Fingelschtiemer). The contents of this box looked exactly like Pic 1, stacked neatly in rows. Smart, wide-eyed innocents, who were naïve enough to believe that biplane is what a pilot says as he bales out — or that bacteria is the rear entrance to a cafe.

At present they are at the Pic 2 stage after imitating certain 'hairy' AB's, and have travelled all over the world and seen the seven wonders —



well, at least one of them, namely the 'Gut' — and learnt such phrases, as 'Hopleaf Ginge?', 'Zob Zob', 'Die-sow Jock?' and 'Psst Jack!' They are *still* being given daily guided mystery tours of all the offices, by the pseudo-bigwheels, who themselves gain untold knowledge from these aforementioned tours.

At the end of the 'commish' we will have steamed all round the Far East at least once, so that we estimate that our odes will have degenerated to the Pic 3 stage, and I suppose they will return to 'Mercs' for their RO2's courses. And us — we'll just open up a new box and start agen, 'cos we've seen it all before winger!

### HMS BACCHANTE

by 'Maclew'

Our last article to appear in THE COMMUNICATOR was written whilst happily ensconced in the bosom of northern hospitality more commonly known to lesser mortals as Newcastle. Since that time we have changed our colours from Red to White and occupy our time in a manner to which we are more accustomed though not necessarily encumbent with.

On December 5, 1969 (Commissioning Day) *Bacchante* buntings had their first opportunity to display their love of tradition during preparations for the commissioning ceremony, but only succeeded in completely perplexing QHM with the sight of ensigns and jacks disappearing and reappearing on the staffs, at a speed that had to be seen to be believed. Fortunately, however, at the actual ceremony they passed the test with 'Flying Colours'.

This is all behind us now and we are at time of writing immensely enjoying our six week vacation at the 'St Tropez of the Dorset coast' — *ie*, Portland. As this is our Second Sea Week (it seems a lifetime) we can look down with disdain on other ships with only ONE sea week behind them and patiently endeavour to set them on the straight and narrow. It has not however been all 'beer and skittles' as has been proved by stepping into the numerous communications offices and hearing, to an accompaniment of much wailing and gnashing of teeth, such delightful ditties as 'We shall not be cracked' (with apologies to Joan Baez).

By the time this goes to print we hope to have the preliminaries over with and take our place in the NATO Squadron, proving what we know already to be true — what a good ship we are. In all seriousness though, we have a brand new ship, a good staff with our penchant being 'CO-OPERATION BETWEEN BRANCHES'.

The staff, ably led by Sub-Lieut (SD) (C) K. G. Snow (ex 'O' Section stanchion) consists of:

'G' — RS Rogers, LRO Crowe, RO2s Lancaster, McCready, Satchell, Pollock, RO3 Lloyd, JRO Henwood plus one trained killer Mne Attack.

'W' — RS Phillimore, LRO Burman, RO2s

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LONDON S.W.6.

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'T' — CY Egan, LRO Lewis, RO2s Jenkins, Macdiarmid, JROs O'Shea, Stewart, Lacey, RO3 Marris (RNH).

In conclusion we extend an open invitation to anybody with 'oppos' on board to pay us a visit AFTER August 1.

## HMS BULWARK

by Mike Murphy

HMS *Bulwark* recommissioned on November 3, 1969 in that far away place known as Plymouth. The steady gathering of bodies from the four corners brought together CRS Meldrum and CCY Mcleod to lead the respective departments under the quiet eyes of Lieut-Cdr Arcdeckene-Butler and Lieut Murphy. RS Lawley and Norman along with CY Williams bolstered the management. As the ship had only three leading hands, Quinell and Raby (G)s and Peggs for the (T) world, we managed to hand out local acting rates like free specimens at a 'you can't tell the difference' show. Those lucky were Bland, Payne, Platt and Stansfield (G) and O'Connor for (T).

With a cry of prepare for 'FUN IN THE SUN' the ship launched itself into shake down, storing, work up and cleaning with noticeable vigour although the blue air showed that tension was being relieved. We sailed from Portsmouth on January 27 with 'Two Jocomex' to look forward to and Gibraltar beckoning on the other side of the bay. We had a very successful 'Jocomex' with 30 Sig Regt and were informed afterwards that the experts from *Mercury* were actually in the field at the distant end. Perhaps if they had also been at the other end when we tried so desperately with 38 Sqdn Support Group things might not have been such a failure. The highlight of the visit to Gibraltar was Comms v WR at soccer which ended in a very fair draw. So far our success in this field has been W2, D2, L1 but if the stalwarts Hichs, Stalker, Gibson and others continue to develop understanding we have a very promising young side.

En route to Cape Town the young were initiated by Neptunas Rex in what proved to be a colourful and wet afternoon. Flight deck sports saw the Communicators reaching the semi-finals on a number of occasions but somehow the laurels evaded them. Cape Town, after two weeks at sea, was a perfect medicine, even if the Cape doctor (SSE winds at 50 knots) did blow for most of the visit. An old friend from *Mercury* was found undergoing beauty treatment in the harbour — *Meon Maid* — now renamed *Cyclops*. Her present owner had recently sailed to Cape Town from the UK via Rio and was now preparing for the voyage home.

We are now headed for the far Far East and all the excitement it has to offer and from where we hope to tell you more of our travellers' tales. In

conclusion we offer our heart felt thanks to those stalwarts in Whitehall and particularly Mauritius who have helped us so much of late; also to Malta, Gib and those other shore spots who managed to hear us on ship-shore.

## RNAS BRAWDY

by LRO Young

For those of you who have not discovered the whereabouts of our little bird sanctuary tucked away in St Brides Bay I will try to enlighten you. Some 30 minutes by fast donkey from the throbbing metropolis of Haverfordwest and two inches south of Britain's smallest city (St Davids) on an ordnance survey map lies the 'Tarmac Paradise' of RNAS Brawdy otherwise known as HMS *Goldcrest*. This little recluse which squats on the edge of the Pembrokeshire Peninsula has been the home of many bird men, pilots, and all the other weird characters who go together to make up the FAA. Our daily life is surrounded by the hubbub of burlings of the masses of these creatures, most of whom have never seen a ship never mind a sparker badge. Anyway life here is quite pleasant for us Communicators once we have got used to the cries of 'fish head' from them. The staff at the time of writing consists of Lieut Davies, CRS Edwards, PO Wren Tough, LRO Lewis, RO2s Beaumont, Thomas, Phillips, Kinsey and Pearson. L/Wrens Crompton, Ledwidge, Asprey, Ridley and Howard. Wrens Hammerton, King, Bray, Miller, Barry, Holmes.

By Christmas this year all the Wrens will be drafted and the station is due for closure next year. At the moment, however, they cope very well with the handling of the CRR and MSO in a three watch system, watched closely by their Maternal Leader. The male members of us keep the confidential waste sacks empty, ensure that the supplies of coffee, milk, sugar and all the other vital elements required to run a Commcen keep coming through. We have been known to touch the occasional signal now and then but this is only when the Wrens desert us during main leaves and we are left to hold the fort till their return.

I suppose we should give PO Wren Tough recognition for winning two cups for Badminton in February down at Pompey even though she played for the FAA (anyway it was all a big racquet). Lieut Davies leaves the Service this year to go into the caravan holiday business, but I keep telling him all the fun is 'IN TENTS'. We said farewell to CRS Harden in February who has taken over the Haven Hotel at Milford Haven and I'm sure if he were here he'd want me to invite all his old acquaintances in for a pint if ever they find themselves down that way. FREE OF COURSE.

'Father' Lewis is due outside soon but methinks his fingers are starting to itch after seeing the new pay rise. Perhaps if they keep the tot they'll have a definite recruit for a pensh.

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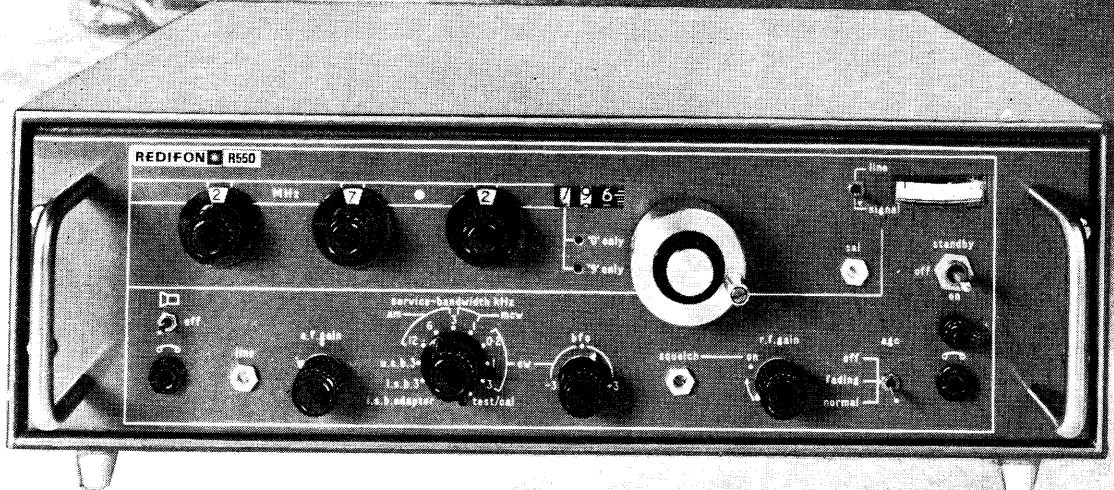
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## FLAG OFFICER SECOND-IN-COMMAND FAR EAST FLEET

by CRS M. J. Matthews

Our last episode ended when we were embarked in *London* and en-route to Tasmania from our New Zealand visit. The least said about the trip around the Bluff the better. Needless to say the voyage across the South Tasman Sea was 'bumpy' and our arrival at Hobart was welcomed!

Hobart, situated on the Derwent River, is the capital city of the State of Tasmania, and for a number of people their first contact with Australia. Our visit coincided with the Royal Hobart Show and many of the ship's company took the opportunity to visit the show ground. Others took their pleasures further afield and travelled out to the old convict settlement at Port Arthur where the original settlers (straight from Newgate gaol) disembarked after their long torturous trip from England.

Our next port of call was to the mainland and the Port of Melbourne. Here we tied up at the jetty used by all the big liners, and our arrival coincided with the departure of the *Northern Star* for UK. Needless to say the streamers, music and ballyhoo were not for us! First impressions of Melbourne were of a large industrial city sprawling around the Port Philip bay coast — what a contrast to pretty New Zealand and Tasmania! However, for those who ventured further afield it was soon pretty obvious that there were some very pleasant spots to enjoy.

During this period the Flag Officer Second-in-Command Far East Fleet paid a visit to the rocket range at Woomera and was able to see some of the work being done on the Sea Dart missile system. The staff CRS, not normally a gambling man, paid a visit to a local bookmaker and backed the winner of the Melbourne Cup — a meeting to which a large percentage of the Royal Navy contingent managed to go.

Amongst the visitors to the Flagship during our 12 days' stay were old 'Leydene hands' Jock Locket (now CCY RAN), Peter Figg (now CRS (S) RAN) and ex-CCY Cyril Lampard, now a New Australian. All wish to be remembered to their many RN friends.

Soon it was time for us to leave Victoria's major port and, in company with *Yarmouth*, we steamed North towards the New South Wales coast. We rendezvoused with the Combined Fleet off Sydney commanded by the Flag Officer Commanding Australian Fleet, Rear Admiral G. J. B. Crabb, CBE, DSC, who was flying his flag in the DDG *Hobart*. The aircraft carrier *Melbourne* made her debut after a long refit following her collision with an American destroyer a few months earlier. Despite minor distractions

from the local tuna fishermen, the Russian Navy and the inclement weather the Fleet (of 25 ships) carried out their allotted tasks.

Our entry into Sydney, on a lovely spring morning, must have looked quite a sight to the thousands of spectators massed along the headland and foreshores of the harbour. The Combined Fleet was led in by *Melbourne* flying the flags of the Naval Board and COMAUS FLT. As *London* came into sight of the famous harbour bridge she fired a salute to the Australian Commonwealth Naval Board which was returned by *Melbourne*. As the last shot reverberated around the harbour all ships proceeded to their allotted berths and secured to enjoy the delights of 'swinging Sydney'.

As *London* was undergoing an AMP the Staff took the time to see as much of the surrounding country as possible. The Staff SCO and CRS flew up to Canberra to meet their opposite numbers at *Harman* (Navradsta Canberra) and discussed mutual communications problems. After an enjoyable tour around the capital territory they found themselves partaking in the annual Christmas party in the Senior Rates' Mess (in November!!).

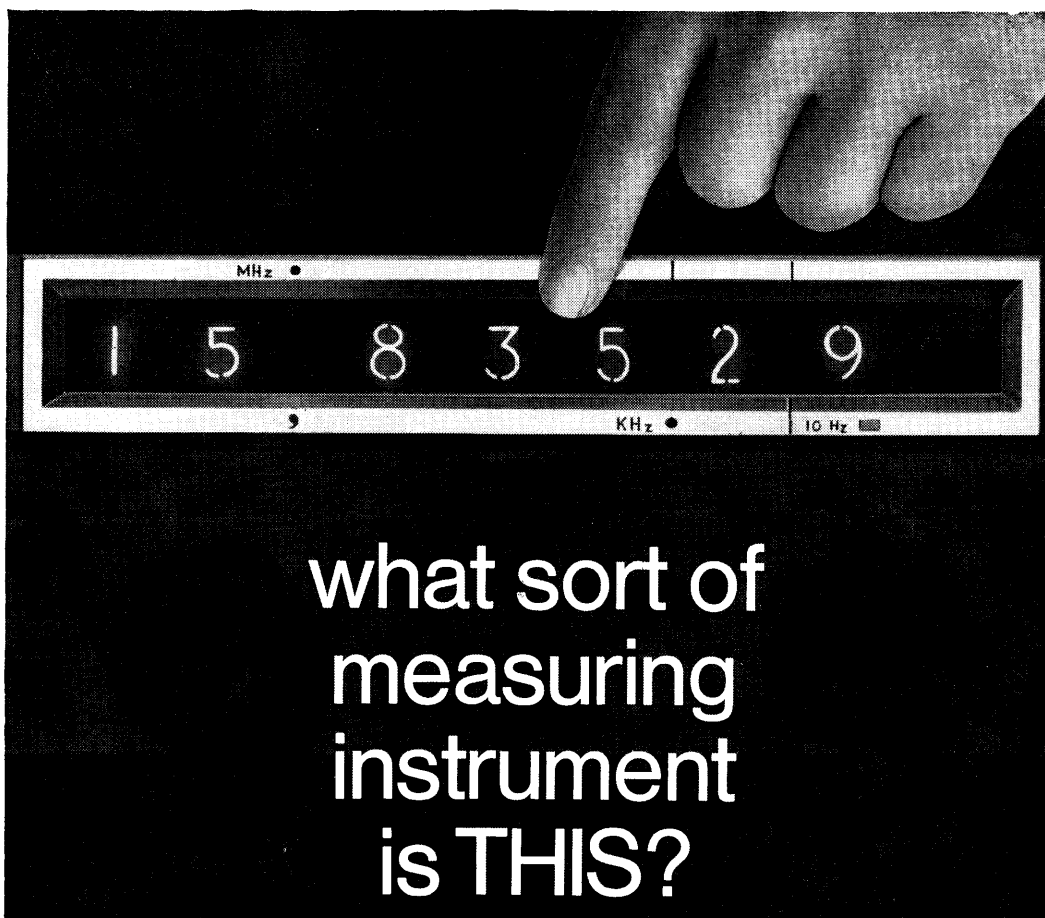
Some RN ratings on loan to the RAN took the opportunity to visit us (generally around 1150 each day) amongst them CCY 'Jan' Gilbert, RS 'Pete' Shuttlewood and CY 'Anney' Oakleigh.

Too soon our visit came to an end and it was time for the Royal Navy units to sail North for Singapore. During the 14 days' voyage the Staff conducted a radio quiz for the 'Brain of the Far East Fleet' — which was won, after some stiff competition, by *London* — and held another of their very successful horse race meetings! All designed to help pass the time pleasantly — and for some profitably!!

Christmas and New Year saw the Staff ashore and enjoying the festive season in *Terror* or with friends. But soon it was back to sea — this time in *Fearless*. A brief visit was paid to Penang (in company with *Rothersey*) and then down to Port Swettenham where a 'Sea Day' was staged for the Malaysian Prime Minister (Tengku Abdul Rahman) his cabinet colleagues and defence staff.

In the middle of January the Far East Fleet sailed for the South China Sea exercise areas for 'Janex '70'. Units of the RN, RAN, RNZN, RMN and USN participated in the three week exercise. The weather was typical for this time of year but the sun did shine long enough for the Staff to enjoy a banyan at Pulau Tioman.

On arrival back in Singapore an extensive, and somewhat gruelling, 'mini Olympics', called FEBSPORT, took place in the fleet sports arenas. Both the SCO and Staff Chief Yeoman took part with varying degrees of success.



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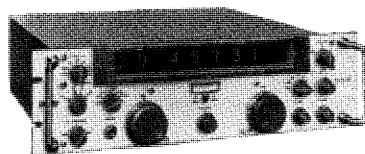
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At present the Staff are enjoying the delights of Bangkok and leave *Fearless* at the end of February. Our stay in *Fearless* has been short, but happy, and we wish them a safe trip home and 'Hallo *Blake*'.

We have had our fair share of Staff changes, the recent ones being:

LRO Lynch, and LRO Seago, RO's Brounger, Berry and Greatrex all joining, with LRO Slater and RO Langdon having retired to the West Country (*Drake*) and RO's Godber and Moreland-Winter gone to *Warrior*.

## HMS EAGLE

by RO3 J. A. M. Strangler

Hello Felicity my Love,

Sorry for not writing sooner, but I have been in hospital with a broken arm. This was caused by one of my junior pilots who took me up in a Buccaneer jet so that I could assess his bombing technique. He shot off the catapult before I was ready so I had to give him stick for that. Still now that I am recovering and the squadrons are settling down I have time to let you know what has been happening.

Since I last wrote we have been down to Cyprus to show the RAF how to run communications (they are a bit amateurish you know), and I had to send Lieut-Cdr Ellis, the SCO, and old RS Fox (the one with the red nose who kept making improper suggestions to you in Plymouth) ashore to give them a rub up. They both came back very bronzy-bronzy and bog-eyed, but communications didn't improve, so I suspect they were up to something else. We had a pretty hectic time in entertaining the ambassador bit again. Whilst in Naples we took the opportunity of striking up a close social liaison with the UK staff at COMAFSOUTH, who treated us royally. Then the Captain asked me if we would like to hold flying exercises with *Hermes* and *Charybdis* as plane guards. Mike (he's the SCO) and I thought it would be a good idea as we would then be able to change all the circuits and slip in the odd NAVCOMEX and EWEX to keep the lads on their toes. I got the Chief Golly (CRS(W) Muggeridge) to turn all his loafers to, and gave him a few tips on EW. They did quite well for gollies, and persuaded two of *Hermes* Buccaneers to surrender.

Stopping at Gibraltar on the way home I had high hopes of buying you a present as promised in my last letter. Unfortunately the Chief (Alfie) asked me to go ashore to sort out RS Evans's love life. It took some time but I was able to do this to the entire satisfaction of all parties concerned. I know I promised to come and see you over Christmas love, but I was asked to look after the Command Team Heads, this is a very important office where a lot of big things are thrashed out. The rest of the department enjoyed their well deserved leave though, then I got them tuned up for our

trip back to the Med. Sailing on January 12 we lost RS Haughty who unfortunately was sent to RNH. Chief asked me if I would take over his watch, and I was only too pleased to help him out. I took up the best supervisory position at the Broadcast Bay as usual. We picked up the planes once more and had another go at the RAF, who tried a bit harder this time, before we went on to our home port of Gibraltar.

The Captain didn't want to stay too long at Gib, which was a pity because I was going to get your present again. Next we thought we would sort out the French Navy's Comms, but they were pretty good and one of them sent me a T/P message saying 'Vous êtes imbéciles en manipulation manuelle', which was nice. One of my Killicks LRO Muir got me into dead shtook by typing out his watch's late supper chits on the T/P connected to the Toulon Commcen, but I explained it away by saying that it was typically 'Ecosseais' to combine a test tape with something useful. So instead of sorting out the French we gave HMS *Minerva* our plane guard a Portland rehearsal, with more problems and exercises every day. But they won through in the end, and it nearly made life worthwhile to give the lads a run ashore in Toulon.

Several of us went on Exped up the Rhône Valley whilst we were there, ostensibly to test the Vins Ordinaires of the region at the request of the Wine and Food correspondent for 'Weigh Out' magazine. We have now left Toulon, and at the moment are carrying out more flying exercises in the Med, before going to Liverpool for a visit at the end of the month. If you would like to bring your Mother (doesn't she look young?) and your three elder sisters onboard while we are there, we could organise a run ashore together. Must close now as I have to go and receive a presentation at the Captain's table for my good work ashore at Toulon.

Lots of love,

Ted. XXXXX

## EAGLES AND FRIENDS IN LIVERPOOL

by RO3 Jam Strangler

Dear Felicity,

Postscript. — Sorry I didn't post this but the Mail office ran out of stamps, would you believe. Then we were so busy in Liverpool as the SCO had one of his publicity campaigns and asked us all to help increase the number of potential recruits in the area, which I'm sure we did one way or another, but it meant we had to go to a lot of civic receptions, dances, hotels, and places and meet a lot of boring girls with that funny Scouse accent.

The Chiefs did well entertaining some Plessey telecoms workers but in the end we were all so bombed-out that I had to persuade the skipper

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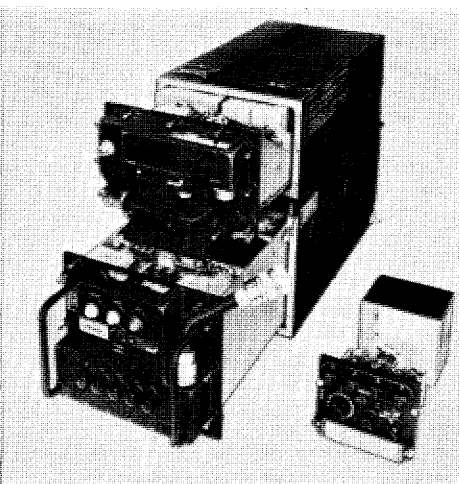
It provides 1,750 channels at 100kHz spacing in the band 225 to 399.9MHz with a nominal output of 16W and a frequency stability of  $\pm 10$ kHz. The equipment is self-tuning and the control unit (which can be remotely positioned) incorporates facilities for 19 pre-set channels.

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not to sail on the morning tide as it wouldn't have been fair on the lads.

More love,  
Ted

*(Editorial Note. — By Jove, they come mighty pretty from Liverpool; the most attractive nine ladies we've seen in one group and delighted to see Communicators having a fair share).*



(Front row kneeling (with trousers on)): ROs Thompson, Woodward, Sutherland and Bacon. Centre back — JRO Robson.

## HMS FEARLESS

A BROWN JOB'S LOOK AT LIFE AT SEA  
by LPD Style

We of the Signal Troop have been asked to contribute towards the lighter reading side of THE COMMUNICATOR, which presents us at last with an opportunity to have a dig at a few anachronisms that still exist in the Senior Service.

By the time you read this we will be on our way home for a well-earned rest and refit. At the moment we are in Bangkok, 25 miles up river, on a flag-flying sales tour. It is difficult to decide who is doing the selling and who the buying. A large number of rabbits are being bought ashore including bloody great swords and numerous exotic wood carvings. The ship is aptly named the 'SS or S Fearless', letters standing for Sail Saturday or Sunday; a fact that is all too often true.

My complaint on terminology starts with Port and Starboard. Why even in the BBC's Navy Lark they are referred to as left and right — or is it the other way round? You have gun-rooms without guns. Bathrooms without baths. Forecastsles — what happened to the one at the rear end? Port-holes are called scuttles. And everyone knows that a door is not a door but a port? Lifeboat stations yes, one knows where to go, but what is really under those too frequently painted white covers — do they really expect us to believe life rafts for

1,000 men? Not to worry they say she is unsinkable; come to think about it that is what they said about the *Titanic*! Hands to flying stations is not an order to imitate Icarus, and talk about both watches of hands is nothing to do with time and motion study men. Some unknown person on-board controls the sun, daily is heard 'Sunset will be in five minutes' which sounds like, and is, an order.

Dress ship — well I ask you! Even the army does not go that far.

Heads, Bulkheads and Deckheads would seem to be what they are not.

Beds are bunks and Mess decks are what they are, messy. Perhaps it is unfair to poke fun at rum, you don't have to be a sailor to enjoy a tot. But beer is best!

The sweepstake on the number of times the flag-deck will be painted before the commission is over, is just in good humour. However, it is easy to guess when it will be painted. Invariably just before we visit a port. Those able-comms ratings painters will remember well, Singapore (many times), Hong Kong twice, Tokyo, Freemantle, Penang, Port Swettenham, Bangkok, Pulau Tioman. No doubt Barhain will also be justification for a further repaint. For those of you fed up with painting, travelling abroad, cruises in the tropics, weekend sailing: there is an Army Careers office in your home town!

## HMS FOREST MOOR — COMAL

by RS G. J. Linskill

This is a service available to give an ultimate test for ships transmit terminal equipment, provided by HMS *Forest Moor* as laid down in WFTM 210/69. It is emphasized that this facility is not for ironing out snags on ships equipment, this should be done prior to the COMAL, using the ships test equipment.

The equipment used at HMS *Forest Moor* is equipment type CHD(2) (Receiver RA17 with a frequency counter tied to frequency standard FSC4) used in conjunction with TSW10 (Frequency Shift Converter), TDMS6 ABV3 and TGD4, this enables *Forest Moor* to check ships transmissions for frequency, distortion and printability. A signal can also be photographed using equipment REB6, if requested or deemed necessary to show apparent defects.

The operators at HMS *Forest Moor* are a Senior Rate of the Radio Electrical branch doing the actual COMAL and an RO on the control frequency. The times laid down in the WFTM for each serial are normally adequate but it would be appreciated by *Forest Moor* if ships would remain running a test tape until controlled by *Forest Moor* to start the next serial. If ships have any comments to make to *Forest Moor* during the COMAL they should revert to CW as *Forest Moor* does not print the ships transmission continuously.

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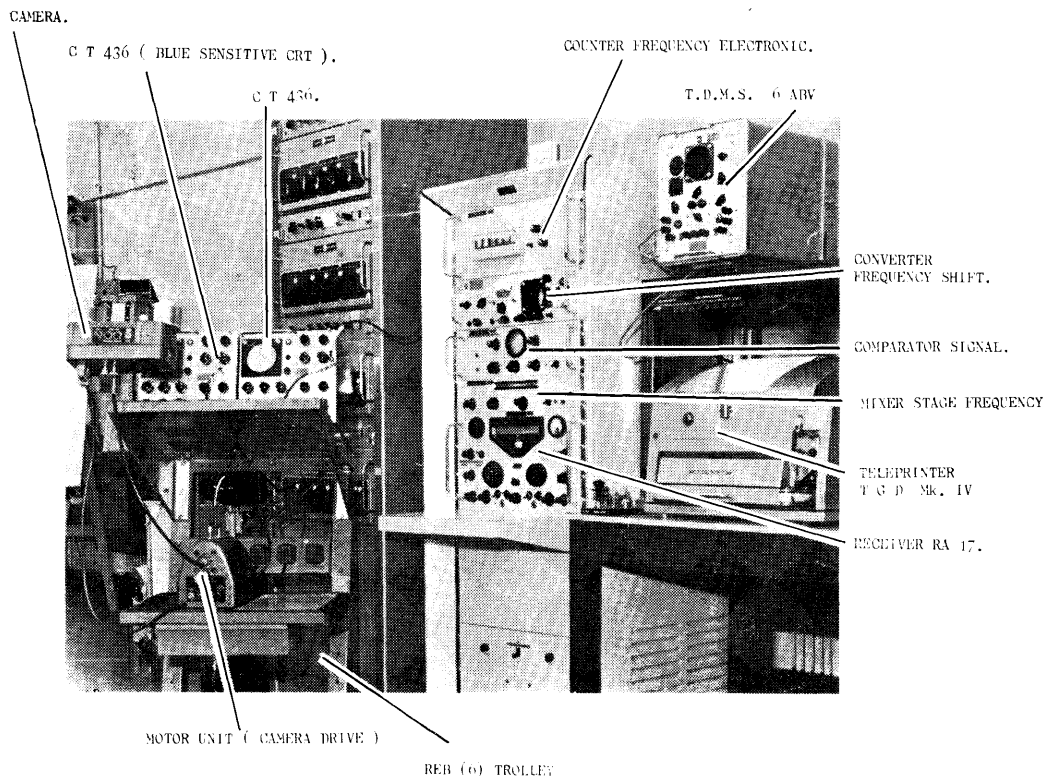
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Age.....



## HMS FOREST MOOR COMAL BAY



(Since July 1969 when COMALs were first started, one ship only has reverted to CW at the end of each serial.) Ships are reminded that the frequencies listed are the assigned frequencies and are therefore the centre of the emitted bandwidth. A common fault when ships are setting up frequencies is that they incorrectly offset their transmitters. This happens repeatedly and slows down the whole COMAL considerably. HMS *Forest Moor* will do everything possible to help diagnose defects, the object being to give maximum assistance to ships at sea. Our only limitation being the times of tests these are carried out by day staff on what is basically a watchkeeping station. If we find you have problems with your equipment a preliminary report will be sent by signal. But the main report is sent by mail as soon as possible after the COMAL, any relevant remarks being included in full. We hope to hear more from ships in the future.

## HMS FORTH

### Thoughts of a JRO(T) — One Month Ex-Training Anon

I joined *Forth* at Singapore with two other JROs straight from training on December 29. The

flight from UK to Singapore scared me to death and I was sick all the way.

The first day was spent carrying out my joining routine and generally finding out where everything was. Every time I went out of the mess I got lost and I thought I'd never find my way around. I joined at the wrong time because *Forth* was preparing for an exercise and Admiral's Inspection. My first two weeks onboard were spent scrubbing, chipping and painting and then more scrubbing, more chipping and more painting. I wasn't very good at it and suggest that the JRO's course should be extended to cover these most important subjects.

During Exercise 'Janex' I learned quite a lot, spending a lot of time on the bridge and flagdeck. I did a lot of work on the 10in SP (scrubbing, chipping and painting) and was also allowed to operate a voice circuit — but only for a few seconds (the Chief said that was long enough). We anchored at Pulau Tioman during the exercise and on every occasion I was allowed to operate the cable flags. It amazes me that cable flags are still used because there is a phone link and a walkie-talkie to the bridge, and I could also hear the Chief shouting at the other JRO(T) (the Jack was upside down).



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Our Inspection was postponed, so I am now scrubbing, chipping and painting, going over all I did before. Talk about painting the Forth Bridge. Just after *Forth* returned to Singapore, she received an American Nuclear submarine alongside. (A lot of the ship's company were calling it 'Zippo Factory' but that wasn't its real name). It is really very interesting being in the Seventh Submarine Division with the boats coming and going all the time. The Communications Department is kept very busy with all the hands watchkeeping and playing an important part in running the submarines. There are facilities for every off watch activity one can think of and the climate is superb.

I am glad I came to *Forth* on the FES and recommend it to all JRO's still training in *Mercury*.

## HMS HECATE



**R02 Dale      R02 McLoughlin      R02 Clark**  
**LRO Brown      RS Evans      LRO Telfer**

Our ship! So white with funnel fawn  
 With bunks for all to sleep till dawn  
 Strange people called Droggies around the place  
 The survey navy our solace

The department is run by a Welshman called Evans  
 A Telfer and Brown and three others thank heavens  
 They go by the names of McLoughlin Clark and Dale  
 We wonder who will be the first to be pale

The job's not romantic  
 In fact it's quite frantic  
 To hear just like hippies afix afix fix  
 How can anyone work on a chart just for kicks

With this little ditty  
 We're not after pity  
 'Cause we're really quite proud  
 Of our little crowd

And so with your blessing  
 To stop all the guessing  
 It's really no mystery  
 We are the good ship *Hecate*

## INTREPID'S SATELLITE COMMUNICATIONS STATION TYPE UK/SSC-001

by **Lieut-Cdr S. E. Hughes, RN** and  
**Lieut K. Reith, RN**

Britain will be the first nation, apart from the two super powers, to have its own satellite communications when the £16,000,000 Skynet system becomes operational this year, and HMS *Intrepid* will become the first ship in a European navy to have its own shipborne satellite communication earth station.

The first of two satellites was launched in November and placed in position over the western Indian Ocean towards the end of 1969. For the three main reasons given below it is the most advanced military communications system in existence:

1. It radiates far more power to earth than other orbiting satellites.
2. It has a mechanically de-spun aerial enabling all that power to be directed earthwards.
3. Of the available bandwidth a 20 MHz path is used by fixed stations and a 2 MHz path is reserved for small mobile stations. This enables the small low power stations to use the satellite without being swamped by the large fixed stations. This new technique, originally specified by SRDE Christchurch, has been adopted for the future NATO system and the second generation United States system.

HMS *Intrepid's* mobile earth station Type UK/SSC-001 operates in this 2 MHz pathway. Frequency modulation is used at about 8 GHz for both the up and down links to and from the ship. The ship station consists of terminal equipment inside the ship and two semi-portable cabins on 04 and 05 decks. The aerial cabin on 05 deck supports the aerial, transmitter head amplifier and low noise receiver amplifier with its associated stabilising gear (see sketch and photo below) and the Satellite Communications Control Office (SCCO), which will be manned by LREMs, contains the majority of the receiving, transmitting and tracking equipment.

### Use of the System

When Harbour and Sea Acceptance Trials are completed in May or June this year *Intrepid* will be fully responsible for the ship system. There are various modes in which the satellite can be used allowing various combinations of speech and a number of telegraph duplex channels. We expect to use Mode A continuously, that is one duplex covered speech channel and two duplex covered 75 baud telegraph channels. In addition one uncovered duplex telegraph channel terminating in the SCCO is always available for engineering the circuits.

The LREMs will acquire the satellite, lock on to the beacon signal, engineer the circuits and then make them available to the Communication Department. Use of the speech channel is not finalised and at the moment it is necessary to give some minutes' prior notice of a call from Whitehall to the ship and vice versa. With experience we hope to improve these arrangements.

No such doubt exists as to the use of the other circuits; the two virtually error free duplex telegraph channels will form *Intrepid's* main and primary link with the shore and thus our operating authority. Under passage conditions we expect to feed directly into the TARE at Whitehall. When manoeuvring in company, and in emergencies, we may have to set watch on the area broadcast, but this should not be often. The reason for this restriction is the wooding of the aerial by the main and fore masts. The approximate shape and extent of this is shown in Figure 1 below. We do not expect this to be a serious problem.

Direct long distance error free speech and telegraphic communication with *Intrepid* is now available and it will not be long before other ships are similarly equipped. This system may bring new problems but it has solved many of the old.

Our long and depressing refit is now nearing completion and the Communication Department will soon be doing once more the job it was trained for; we will be doing it that much better and more efficiently with satellite communications.

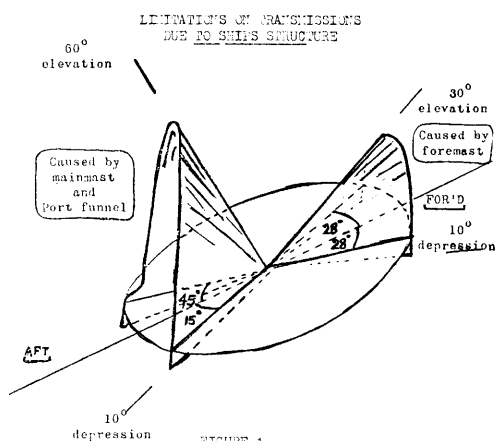


FIGURE 1.

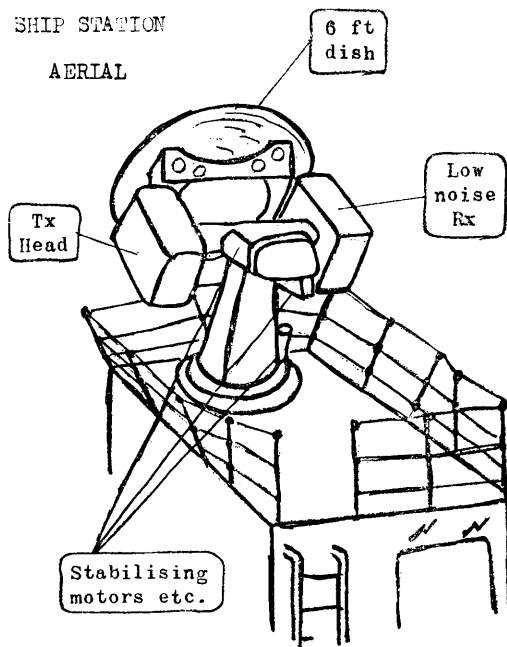


FIGURE 2.

## HMS INTREPID

by CRS C. D. Johnston

Amidst the noise and general chaos that only a refit can produce we bring you up to date with our news and views. We welcome Lieut-Cdr Hughes as our new SCO and wish Lieut-Cdr Fryer well with his new appointment as SCO to COMSTANAV-FORLANT. Signs of relief have been heard from some members of the staff now that the ship's Signal Troop has arrived after duly completing their PCT at *Mercury*, RMB Eastney and *Phoenix*. They are now taking their turns at welding sentries and any other jobs to which the department is committed. In addition we welcome six new RN members of the staff who have had a week at the Army Signal School at Blandford finding out Army Communication problems as part of their PCT. Our congratulations to RS Alner, LRO(T) Brown and LRO(G) Langer on being advanced to their present ratings. We would also like to say a big WELL DONE! to numerous other members of the staff who have qualified RO1(G) and (T), RO2(G) and (T) and RO3. As far as the matrimonial stakes go our best wishes to RO2(T) Gibbs, RO1(T) Browne and RO2(T) Green making them the three down and RO1(G) Browne as the one to go. Unsolicited whispers have it that one more member of the staff is also a possible starter. (Watch for STOP PRESS.)

Staff's activities on the sports scene show few changes from our last report with the possible exception of the weather, as we seem to have had



**HMS 'Intrepid' 6in. dish satellite aerial and foremast and a 'dish' of Communicators!**

an exceptional number of fixtures rained off. For those readers who have not seen the ship since our refit started we should point out that our profile has changed due to the addition of a school/briefing room; a CPO's lounge; a dark room and midshipman's accommodation on 02 deck; an enlarged UHF office; 3in rocket launchers on either side of the bridge and two Skynet cabins on 04 and 05 decks, the latter supporting the 6ft dish aerial. Our biconical aerial has also been replaced by a multi-wire aerial from the mainmast aft to a stump mast. This redesigned aerial is at present being re-designed by ASWE. Internally the MCO, SCYO and the Intelligence Office have been somewhat altered including a redesigned MSO within the MCO.

Having mentioned Skynet, it would be unfair to let the SCO steal all the thunder; suffice to say therefore that we have done a number of trials and, although other earth stations have had their problems, our set up has performed most satisfactorily so far, and we have high hopes of getting our teeth into some modern communications in the near future.

## **HMS JUFAIR**

**by ROs (T) Kinroy and Dibben**

*Jufair*, the name that is whispered in drafting circles, a draft that someone else always gets, at least that's what we thought, until we stepped out of the VC10 at RAF Muharraq and were engulfed by the heat and realised that this was to be our lot for the next 13 months. Summer gives you a temperature of 120 degrees plus and winter a cool and pleasant 70 degrees. Entertainment is what you make yourself, plenty of sport, you name it, we've got it, everything from floodlit soccer to archery.

We have a staff of twenty-one, led by Lieut-Cdr Colin Traill, who is SCO to the Commander Naval Forces Gulf and Base Communications Officer, HMS *Jufair*. The Tactical Department is ably held together by CY Pete Farrow supported by ROs Kinroy, Dibben, Short, Drayton, Smyth, Hill; the sparkers are led by RS Dewhurst. Divided we stand as usual, the buntings hold down the Joint Message Centre working with the Royal Corps of Signals, often handling over a thousand signals a day for all three Services and the sparkers work in Commcen Bahrain alongside the RAF doing mainly TRC working and the local CCN. Both lots work a modified 48-about so there

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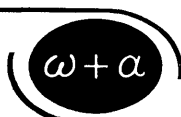
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is plenty of spare time.

One thing everyone is very grateful for is LUKFREE leave which means as it sounds, three weeks leave in the UK with free travel in the middle of a thirteen month tour. *Jufair* is an unaccompanied draft for all junior rates but married men need not despair as in addition to the LUKFREE they can indulge their wives out for a month provided they can find accommodation. It counts as seagoing time so is normally followed up with a spell on shore at home, though the occasional home sea service draft turns up much to the disgust of the recipient.

So, if you are keen on sunbathing, camel racing, shark fishing, or just building sandcastles apply for a place in the sun before it is too late. As this goes to press Soapy Watson, Dave Strickland, Steve Kinroy, Dave Dibben, Bill Short will all be due to go and those of us who are left, look forward to welcoming their lucky reliefs. . . .

Heard in the Joint Message Centre

Pongo: Hey Navy Op.

Navy: What now!

Pongo: Can't find HMS *Jufair* on the route list, is she in harbour or at sea?

Navy: Gimme strength!

## JUPITER — GOD OF RAIN AND THUNDER

### SUBTITLE — GOOD GOD!

by CY Colyer

RNAS Brawdy was so quiet and peaceful; and having only recently picked up my yeoman's rate I seemed destined for the quiet drafts, the *Bulwarks* and *Lofotens* of this great Navy of ours, when I first heard that I was about to become the Yeoman of a brand new Leander frigate — *Jupiter*. Fair do's to the lads at Brawdy, they all chipped in with their scraps of knowledge in the attempt to fetch me up to date with the current problems in Yeomaning a frigate. I decided to be dogmatic about it and got down to some book learning; only to find when I went on Command Team Training that I had been reading the wrong books! Well not so much the wrong books, more the fact that I was reading up to Change 4, when it should have been Change 5. Even that was just being changed by the massive Change 6, and what was left would be finished off by Change 7 . . . now in print!!! Have I confused anyone? Everyone confused me!

I joined *Jupiter* whilst she was still under construction at Yarrow's Shipyard in Glasgow and was immediately billeted out into the home of a very enigmatic Scot and his family. I honestly never believed that only 400 miles away there lived a race of people whose whole mode of living, speaking and eating was so very different from mine. Who would have thought that when asked if you are hungry on a Sunday dinnertime, and having been brought up to large Sunday dinners,

you should answer a truthful 'yes', you get in return three banana sarneys and a cup of tea!! It was a good thing that I had Mick Barnes, the RS(W), with me, otherwise I might have given in and told them what they wanted to know. At this stage I was still swotting . . . furiously.

Life in the shipyard was one hectic merry-go-round. Our office, approx 14 by 10 feet, had four desks in it. One for the communicators, the other three for the CBMs, the PRIs, and the Routine Office Staff respectively. This and other offices were situated in the attic of a very large office block whilst *Jupiter* was still being built. The lone 'T' RO2 Thompson B. and the two 'G' RO2s (now LROs) McKeever and Sullivan did a competent job of keeping trace of everything. Only those who have stood by a ship can really envisage the amount of work that has to be done and the conditions in which it is accomplished. Our SCO, Sub-Lieut (now Lieut) Michael Goacher, had his curly hair going straight trying to keep his desk clear.

Ron had done much for me by the time I had arrived, and even the seamen helped me to get my dress ship lines made up. We finally got away on to Contractor Sea Trials, completed them and off to Portsmouth where we picked up the remainder of the ship's company. The Communicators were, on the 'G' side, LRO Napier, RO2 Kirby, RO3s Price Lane and Walsh, and JRO McNally. In the 'T' set were LRO Eaton, RO2 Thompson P., RO3s Bowers, Jones and Timmins. The 'Ws' amounted to LROs Scully and Allen, RO2s Richardson and Mulgrew, and RO3s Maddox, Norman and McArthur. I had by now done CTT, PCT, a week at 'Mercs', three days at *Dryad*, and the odd day or two at *Vernon*. And I am still swotting.

We commissioned in August at Portsmouth whilst still doing our HATS/SATS. Our programme had changed so often by now that even Northwood were writing to Jenny's Side Party in Hong Kong to find out what we were doing! We did get through them in the end though and we ended up off Portland doing other trials prior to going to Portland after Christmas. Christmas leave began on December 20 and seemed to go so fast that it really is not worth mentioning here as it will evoke too many memories. Besides, I was down with 'flu over my leave.

Come January 12 (beware the Ides of Jan!!) what had grown to be the ship's dark cloud finally loomed over us. Portland and Work-up. At this stage of the game I had done so much swotting, seemingly to no avail, that I put my crossed hooks on press studs. It would seem that Work-ups are three stages to Communicators!

1. I will be glad to get there and get this over and done with.

2. It's not so bad, Yeo, is it? I only wish the Staff Chief would . . . off.

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3. What the hell was you all worried for? I told you it was nothing didn't I?

Portland was not so much a trial of knowledge (ours v theirs), but more a trial to see who could keep awake the longest (us or the staff who made the WPP and kept amending it). The extraordinarily long hours and the sheer graft that had to be done would make the Prices and Incomes Board wince if they had to reckon our pay packets on it. Still everything must end sooner or later, and in our case it definitely seemed later, but later did come on February 19 and Plymouth followed on the 20th, where I was picked up for having hooks on press studs and told to sew them on properly. Everyone on board will by the time this mag is out, have enjoyed their leave and will be en route to the West Indies with *Sirius* in company. I suppose there are worse places to spend the next nine months.

Just a postscript to anyone wanting to be another Hitler. If you want to take over the world, my experience at Portland tells me that you will get more out of your men if you stick to a nine to five war.

## KRANJI KLOSES or PHASING OUT IN THE PHAR EAST

by Lieut C. H. Walklett, RN

It is always a sad task to record the ending of an era, and when it is the Kranji era that is finishing, it is doubly so. Kranji was first opened in 1930 and took over the Royal Naval communication task which had hitherto been performed at Seletar. Since then it has been the main receiving station for the Far East Station. During its lifetime it has been the home of hundreds of sparkers, and even greater numbers have had short stays there whilst attending the Signal Training Centre. Amongst those Communicators who have not had the good fortune to serve in Kranji there must be countless numbers who have paid visits for sporting or social occasions. I am therefore certain that a large proportion of Communicators past and present will feel real regret to hear that the station is going to cease in its present form on December 1, 1969.

The decision to reduce the station came out of the blue in August. It was decided that it was unnecessary to maintain the accommodation at Kranji with the associated facilities when it would be much cheaper for the personnel to live in HMS *Terror* and commute daily. The decision having been made, the order was then given to implement it by January 1, 1970, so plans were made to transfer personnel to *Terror* by December 1 in order that the final closure of accommodation and facilities could be effected by the end of the year. These plans are now well underway and will be completed before the present (and last Communicator) officer-in-charge Lt-Cdr E. G. H. Reubens, turns over to his successor, Engineer Lieut (RE) F. C. Drew.

Whilst hitherto Kranji has been a self-contained

unit, with facilities to house, feed, and entertain the ship's company and our numerous guests from the fleet, the new Oi/c will take over just the CRR and the various buildings associated with the smooth running of a receiving station. The complement will be drastically reduced and will consist of those necessary to run the CRR, and the STC Instructors. The officer complement will be halved, the old Oi/c and First Lieutenant going without relief. Of the old 'quiet numbers' for non-communicators/electricals, only the ERA's job will survive.

My own first memories of Kranji were in 1947 when I visited the station as part of a ship's football team to play the station team. If I recall correctly, we were thrashed but gave a very good account of ourselves at the 'sods opera' which had been laid on for us after the game. This tradition of hospitality has gone on through the years and will, I think, be sorely missed by many more than myself.

On the bright side, however, Kranji's communication functions will still remain until the end of the British tenure in the area, and her motto of 'We speak to the World' will still hold good for some time to come.

## HMS LEOPARD

by LRO(W) D. Holderness

It has been unanimously decided that the COMMUNICATOR magazine just would not be the same without an article from the *Leopard*. The commission is already nineteen months old, the latter two of these being on the foreign leg of a GSC, and not a word from us until now! Since commissioning the ship has done two work-ups at Portland, hence the 'P' in front of our official numbers. Apart from a six week trip around the Med at the end of 1968 our only other claim to a foreign (besides this one) has been Jersey. Our favourite pastime used to be engine trials around the Solent although we are told now that seven of them do actually work. Perhaps that is the reason we have an eight week assisted maintenance period in Hong Kong during April and May of this year.

We are at present steaming rapidly (even though we are a diesel ship) towards Mombasa and all the delights that Kenya can offer. The day we arrive there celebrates our five weeks at sea exactly, four of these being on Beira patrol. Incidentally, we managed quite easily to lose the Beira bucket competitions to first *Euryalus*, then *London* followed by *Plymouth*. The submarine *Onslaught* was here for a couple of days. I wonder if we could have beaten them, on second thoughts it is just as well we did not try. We do enjoy the competitions, we really do, honest.

The *Leopard* left the UK in late November 1969 and since then has visited Gibraltar, Freetown (fueling stop) and Port Elizabeth for the Christmas week. Not exactly an eye opening set of places. We might make up for this on our return journey home as we are going the long way via Panama

arriving in Portsmouth in November. On arrival in Mombasa we are very sorry to lose RS Meager who is flying home on completion of his engagement. At this present moment he can be seen wandering around muttering 'Where's my flight, I'm a civvy'. RS Baillie is his relief who at the moment remains a mystery as no-one seems to have any recollections of him. I am sure that if he is as good as the RS we are losing then we will have no problems. The staff remaining consists of Sub-Lieut Henderson, (G)LRO Chapman, RO2 Churchill, RO2 Taylor, RO2 Jones, RO2 Wain, RO3 Sandham, (T) CY Ogier, LRO Raven, RO1 Pratt, RO2 McMurdo, RO2 Lovelady, RO2 Tatum, RO2 Weeks, (W) LRO Holderness, RO2 Pattinson, RO2 Hanrahan. This may look an alarming amount of qualified RO2s but FEW of them are in receipt of the ninepence a day.

Just for the record, during our 28 days on Beira patrol we received 4,066 signals of which 832 concerned us. We sent out 490 signals, 678 Mod letters, 72 telegrams. There have been 42 incoming telegrams, one incoming telephone call and 25 outgoing telephone calls lasting a total of 81 minutes. Who said Beira Patrol was quiet!

## RN COMMEN SINGAPORE

by Lieut L. W. Orchard

From this enchanting, equatorial island at O-one something North, one-O-three and a bit East, where the OK word is 'rundown', we must get our greetings away while we still have the chance. There will not be many more opportunities for authors based in Singapore to have their literary works published in this magazine.

Although visitors to Singapore may observe that the rundown is well underway in some parts, naval communicators are, as yet, a long way from joining in. A lot of people have been to look at our real estate and buzz has it that the FCO and OIC have become two of the best agents in the business. Even they did not know that Australia had so many Admirals, Generals, Government Ministers and senior civil servants. However, for the present, it is very much business as usual in the RN commcen. In fact, our maritime trade is increasing and is likely to go on doing so for some time.

RNCC's first visible contribution to the withdrawal is marked in the diary for September when our Wren communicators leave us without relief. Who is going to cheer us up on the all night on then?

Singapore RATT ship-shore operators were interested to read HMS *Blake's* comments in the last issue. This system, together with maritime rear links, is proving a valuable asset to ships east of Suez. And the standard is improving all the time. It is of interest that on a single day recently, the covered section of Singapore's 8 MHz component took over 100 signals from a large variety of ships in one period between 0001z and 1000z. Ships of

the Far East Fleet have become really switched on to covered RATT ship-shore. The capacity is enormous; even on that day on eight megs, there was still room for more.

We look forward to hearing from you HMS *Blake*.

Whilst on the subject, a couple of bouquets. Firstly, to RFA *Resurgent*, who used GXM from the Mozambique Channel during her recent stint at Beira. Secondly, to HMS *Fearless* for the availability and accuracy that she displays on Maritime Rear Links. Her co-operation must take an awful lot of hard work on the part of the ships communications staff. Thank you, *Fearless*, it has made our job so much easier.

As we go to press, the Far East Fleet Communications Officer, Cdr Parker, is about to take leave of us. We wish him 'bon voyage' and in his place welcome Cdr Sands.

Any time you are this way and you want to know how the TAPE NAVY works, drop in and visit RNCC. We are always pleased to show you around. We may not be automated but our stats figures show that the place runs like a computer.

## HMS UNDAUNTED

Captain (D) Portland

STAFF: *Buntings*, CCY Whitehead, LROs Schulze, Bullen, RO1 Gallagher, RO2s Cox, Peel, Wright, Keay, RO3s Evans, Heighton.

*Sparkers*, CRS Haines, LRO Myers, RO1 Mailes, RO2s Dubell, Ellam, Loftus, Edwards, Clarke, RO3 Horne, JRO O'Hare.

For those of you who are not aware of our daily tasks, 'Flyex', 'Miscex', 'Towex', 'Cacrex', 'Casex', 'Seamex', 'Gunnex', 'Sootax' and many others, are all exotic named pastimes for our daily bread, although occasionally we have some excitement.

Those who habitually read the DAILY TELEGRAPH will have seen the splendid picture of *Undaunted* taking station on the *Moskva* in the Med. This particular jaunt, although it caused consternation amongst the RAs, was extremely interesting.

The Russians refuel at sea using the astern method, with the tanker taking the refuelling ship in tow. The two Kashin class destroyers in company mainly remained in line formation on the *Moskva*.

Various other units of the combined Services paid their respects, the RAF Shackletons overhead and best of all two Dutch submarines popped up and circled the Russian unit.

The end to all this excitement came two days later, when we were relieved, only to return to Portland and carry out our more humdrum tasks.

Whilst in company with the *Moskva* many interesting observations were made, one especially that the USSR Navy suffer from obvious rust problems.

February 10 saw us visiting Leith, Edinburgh for four days, to present the Personal Flag of

General Eisenhower to the Scottish National Trust. This flag was first hoisted in *Undaunted* when he used her as his command ship at the Normandy landing in 1944. It will later be put on display at the Eisenhower cottage in Ayrshire.

To relieve the boredom of Portland our immediate programme looks good, a weekend at Swansea, Portsmouth, then off to Chatham for leave and DED.

CND please note. We are in the midst of your change over and all the names of new and old staff have been included above.

To all the staff leaving we say 'Goodbye, good luck and thank you' and those joining 'Welcome'.

## FLAG OFFICER FLOTILLAS WESTERN FLEET

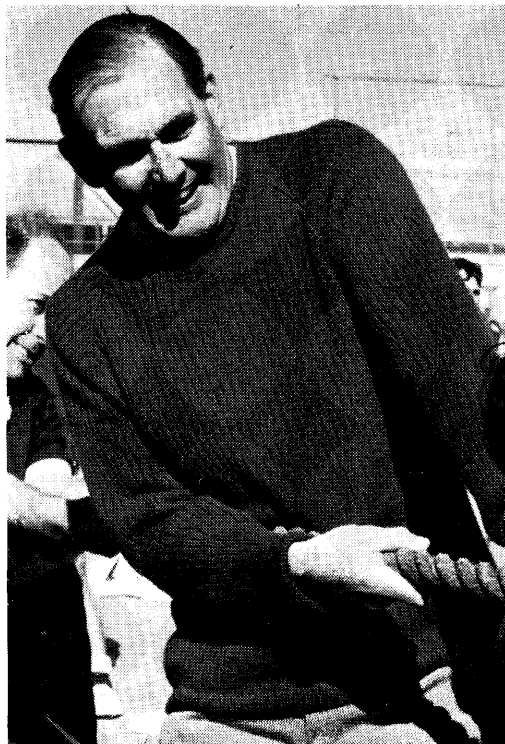
by CCY D. J. W. Evans

Communication Staff of FOFWF (Rear-Admiral J. E. Pope):

SCO/FL Lieut-Cdr J. M. Beattie, CCY(TCI) D. J. W. Evans, CRS(RCI) B. L. Grindley, CRS(W) M. Thurley, LRO(T) K. Chambers, LRO(T) T. Gillard, A/LRO(G) J. Ferguson, A/LRO(G) J. Wilkinson, RO2(G) F. Evans, RO2(G) J. Cornford.

To all ex-members of FOF staff — salutations. The new lot are better! The staff are roughing it at present because not having a flagship with its roomy bridge, superb accommodation, marvellous food, offices within 20 yards of messes, and everyone, including staff officers, within easy reach, the staff has had to be split up, with officers living in flats or at 'Both Worlds' chalets, senior rates at the Galeta Palace Hotel, and junior rates at RNH. The Staff Office is at the Tower, the MCO is in the commcen up the tunnel with only an unclassified link between the two. Because of this complication the hands are in three watches of two ratings in each with the LHOW in the commcen and the 2nd HOW in the Tower and each being supplied with a bicycle which they mount, on receipt of a classified priority and above message, and the Red Devil Dash is on. In case of a breakdown there are two AP cleft sticks, one at each end of the line. So much for modern communications.

On the sporting front things go a little better, albeit not much. In the 2nd GIBEX Olympiad it was decided by someone who shall be nameless (but whose name is at the top of the page) that the Staff as a whole would enter teams for all events. To this end he entered himself for the Tug o' war (see photo). The other events in the Olympiad were, volley ball, brighter cricket and six-a-side soccer. One limitation being that no one person could enter more than one event . . . officially. Brighter cricket was the only event the Comms Branch were fully represented in, having in the team such cricketers as 'Basher Beattie', 'Fearless Fergy', 'Wacker Wilky' and 'Effortless Evans'. Despite FF and WW having had the ONO



**EVEN ADMIRALS HAVE TO TAKE THE  
STRAIN SOMETIMES**  
Rear-Admiral Pope

they put up an impressive total number of runs. Had the PTI ref been more even minded we might well have been champs. We did however lose to *Auriga* in the semi-finals. As a consolation Mrs Pope captured the team for posterity (and her photograph album) with WW in the place of honour holding the bat.

A word of thanks now to our last two flagships. Firstly *Blake*, who put up with us for nigh on four months. Your co-operation and willingness to help was greatly appreciated by us all and special thanks to members of 1H, 01G, 3E and the killick greenies mess for making us feel at home.

*Hermes*, our last flagship, albeit only for a week really had the pressure on. Amendments 1, 2, and 3 to the WPP at 0100 to be taken by hand to all ships before sailing that morning, to name just one of the hectic moments of our stay. Well fielded fellows. Again a special thanks to member of the messes on whom we descended.

A tip here for any future flagship. When we come aboard you can count on your signal traffic increasing by at least 90 per cent and maybe more, and there was a flagship last year who had, whilst in South America, to buy a stock of civilian paper for duplication purposes.

I haven't written much about the actual job of the Communications Staff of FOFWF here. Those of you who have had the draft will know and those to come will soon learn. However, looking in the Staff turn-over log for this GIBEX period I came across the following which could well be applicable to any communications staff, tho' not all of it is relevant to a 'sea going draft'.

#### TEN COMMANDMENTS

1. Thou shall have no other God than the duty staff officer.
2. Thou shall not make images of the CCY or CRS to stick pins in.
3. Thou shall mark all 'Biffers' on receipt.
4. Thou shall wear No 2s during afternoon and forenoon watches.
5. Thou shall not have thy shirt torn when being attacked on watch by 'Jennies'.
6. Thou shall not fall in love with the 'Jennies'.
7. Thou shall tick off all signals when cross referring in the fair file.
8. Thou shall not drip when thy pigeon hole is toppers.
9. Thou shall not exceed the speed limit on thy red devil when going through the tunnel.
10. Thou shall work harder than the writers but thou will get the same pay.

## A FEMINE VIEW OF THE DIRECTORATE

OR ARE THERE ANY OTHERS?

by 2/O R. Derwent

From the feminine slant, the important point about the staff of DNS is that it is predominantly masculine. (The fact that there is only one Wren (Ce) is considered by the brother officers and two favourite chiefs to be a Good Thing.)

I began this traumatic period in my youngish life in April 1969, having spent two years recruiting in the West Country, preceded by a lively 18 months as G1. This was of course an admirable PCT for struggling with the complexities of on-line. My ignorance on this point was abysmal, and when I arrived in this chair I still thought vaguely of punched tape as madly modern. Regrettably, my struggles with current crypto problems leave me with little time for my secondary task, that of chatting up the brother officers (and two favourite chiefs). However, for them I make the special effort, because St Paul's first words on Charity describe them all admirably. They even allow this female of the species to join in their favourite game. This is call 'Off-my-desk-onto-yours', and is a paper-play version of High Cocka-lorum, but more skilled. The idea is that when a mind-



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caravan HP?  
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**15% Special Export Discount** on most Austin, Morris, Triumph and Rover cars if you are being posted abroad or from one overseas country to another.

**7½% to 12½% Discount** off most popular British cars bought from a dealer in the UK for UK or overseas use.

Entitlement to full dealer services retained ☐ free personal insurance ☐ insurance cover against three-quarters of your liability to purchase tax and import duty if prematurely repatriated from overseas ☐ deposit saving to build up a deposit for a future purchase.

Full details from your Naafi manager or in case of difficulty complete the coupon and post it to:

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Naafi, London SE11**

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- ☐ New touring caravan
- ☐ Used car
- ☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

**Name**  
(block letters)

**Address**  
(block letters)

Without Obligation

boggling file arrives on your desk, you grab the Directorate Staff List and stick a pin into it. Having thus selected a hapless brother/sister officer, you send him/her the file with a gay little minute saying 'Yours, I think?' There is a strong possibility that he will be attending meetings in Ankara, Brussels, Paris, or even ASWE — and the file will remain safely off your desk for at least a week or two. When he eventually returns and violently repudiates all connection with the subject, you merely smile vaguely and repeat the process of selection. In this manner one can keep paper circulating breathlessly for quite long periods. When really desperate, of course, you can send the file to URTS (alias X Section) for comments.

The Ministry of Defence has its own particular brand of phraseology. The newcomer's bewildered eyes and ears are constantly assaulted by such meaningful phrases as 'by close of play', 'inter alia', 'right across the board', 'quantitive requirements', 'per se', 'remit', 'ad hoc', 'pragmatically sound', 'at close hand' and 'growth and changing complexion' (alarming thought!). The first gentle reader to score 10 out of 10 for that lot may buy me a beer. The job has its tenser moments, of course. When I arrived, my super predecessor (male, of course) said 'You'll be all right as long as you've a good memory'. This filled me with gloom, because my memory is truly frightful. I write everything down, and now have several notebooks filled with such useful remarks as 'Ring John . . .? re BRN' (unreadable), 'What is AMRAD?', 'Ft pgro BID (squiggle) — where is it?' 'Write to *Mercury* re That Broadcast and chat up French Naval Attache', 'Tell the Americans we've lost another', etc. However, the feminine desk in DNS is very interesting — exciting, even — and the men are super — as I have been heard to mention before. On balance, I have to admit that I enjoy being breathless jam in a rather battered sandwich.

I should like to acknowledge the valuable assistance of the Future Ship Communications Section of the Directorate, who have contributed a selection of phrases for this article. They are both highly qualified in this direction, of course. From the same source comes my Final Hot Word — 'KISS'. You may think that this is one of those touching abbreviations found on the backs of love letters, but negative. It means 'Keep It Simple, Stupid' . . . and I'm rather afraid he meant it.

## ALL OUR YESTERDAYS

By CRS Jordan

AUTUMN 1948

Following the first full scale Home Fleet exercise since the war involving 19 surface ships, the Home Fleet after many months alongside the wall in various depot ports sailed for the first post war cruise, half the fleet visiting the West Indies and the other half South Africa. One of the latter, HMS *Agincourt*

commanded by Capt Swallow (D4), had 32 communication ratings onboard, which was an improvement over the reduced peace-time complements ships had hitherto suffered from. This team was led by Lieut (C) B. H. Kent and included Ldg Signaller Brown (now F2) and Ord Tel McDermott (now NE1).

In the Med some changes were taking place. Adml Power became C-in-C and Earl Mountbatten became CS1 (FO2MED). HMS *Fayid* became the Middle East station when Palestine ceased to be a British Mandate and one of her officers was Mr Coggeshall, DSM, Warrant Communication Officer (now SOTA). In the Far East the main changes were the move of C-in-C's office to Singapore and the new post of FO2FES created and based at Hong Kong and becoming the sea-going authority.

Progress in communications was marked by the Bell Telephone Company designing a transistor, thus enabling them to build a receiver without valves; and in the RN new construction ships were being fitted with a new series of transmitters, called the 600 series, to replace the Type 89Q and the TBM, TBL series.

Other changes in the communication world were the closing of Fort Southwick Signal School, and the Admiralty decision to purchase the site of Leydene House to build a permanent signal school. Touch-typing became a compulsory subject for advancement but ships still suffered from a shortage of typewriters. Touch-typing schools being set up in all 3 depot dockyards to enable Communicators to learn this new skill. On the formation of the new Electrical Branch, which will be taking over maintenance, more emphasis is to be placed on crypto and procedure and organisation (P&O) and not so much on theory and technical — 'Sparkers' becoming 'Users' instead of 'User Maintainers'.

*Mercury* highlights — *Meon Maid* came 7th in the Cherbourg race. The 'Long Course' included Lieuts Wake-Walker and Townsend-Green. Mr Ellis (now PS1) promoted Commissioned Communication Officer.

## AMERICAN INTERLUDE

'Hi, I'm Alvarez', a cigar and glasses said, 'this is Weiss', indicating a stocky individual by his side, 'if there's anything you want and you're not getting it, just holler for me. Now Weiss will show you to your rack and I'll see you later'. I was still stuttering my thanks as the cigar strode briskly away towards the bridge. On enquiry, I found my host to be none other than the SCO of the *Newport News*, the flagship of COMSTRIKFLTANT and my 'home' for the exercise.

After a brief settling into the communicators' mess, 1st class petty officers and below, I was whisked off on a lightning tour of the ship in general and the communications set-up in particular. I was frankly amazed at what I found. The communications set-up is divided into 6 sections named Radios 1 to 5 and Teletype. (No Tony Blackburn in Radio 1 I'm afraid).

*Concluded on page 54*

## COMMISSIONING FORECASTS

*Editor's note: The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, type, date if known, commitment (1) UK Base Port (2) Place of commissioning, type of service.*

<i>Scimitar</i>	...	...	FTB, July 16 commission, (1) Portland, (2) Portsmouth, HSS.
<i>Cutlass</i>	...	...	FTB, Mid October commission, (1) Portland, (2) Portsmouth, HSS.
<i>Sabre</i>	...	...	FTB, December 18 commission, (1) Portland, (2) Portsmouth, HSS.
<i>Naiad</i>	...	...	GP Frigate, April 1 recommission, (1) (2) Portsmouth, GSC Home/East of Suez/Home/ Med/Home.
<i>Brereton</i>	...	...	M/H, April 22 recommission, (2) Bahrain, FS Middle East.
<i>Lowestoft</i>	...	...	A/S Frigate, April 23 commission, (1) (2) Chatham, GSC Home/East of Suez/Home.
<i>Norfolk</i>	...	...	GM Destroyer, May 4 commission, (1) (2) Portsmouth, GSC Home/Med/Home.
<i>Arethusa</i>	...	...	GP Frigate, June 2 recommission, (1) (2) Portsmouth, GSC Home/East of Suez/Home/ Med.
<i>Cleopatra</i>	...	...	GP Frigate, June 18 recommission, (1) (2) Devonport, GSC Home/East of Suez/Home.
<i>Fearless</i>	...	...	LPD, June 25 recommission, (1) (2) Devonport, GSC Home/East of Suez/Home.
<i>Bulldog</i> <i>Beagle</i>	}	...	Survey, June 25 recommission, (1) (2) Chatham, GSC Home/West Africa/Med.
<i>Endurance</i>		...	Ice Patrol, June 16 recommission, (1) (2) Portsmouth, GSC Home/SASA.
<i>Lynx</i>	...	...	A/A Frigate, July 10 recommission, (1) Devonport, (2) Singapore GSC Home/East of Suez/Home.
<i>Antrim</i>	...	...	GMD, July 14 commission, (1) (2) Portsmouth, GSC Home/East of Suez.
<i>Achilles</i>	...	...	GP Frigate, July 21 commission, (1) (2) Devonport, GSC Home/West Indies/Home/Med.
<i>Hydra</i>	...	...	Survey, August 27 recommission, (2) Singapore, FS Malacca and Singapore Strait.
<i>Wiston</i>	...	...	CMS, August 28 recommission, (2) Bahrain, FS Gulf.
<i>Puncheston</i>	...	...	CMS, September 10 recommission, (2) Bahrain, FS Gulf.
<i>Gurkha</i>	...	...	GP Frigate, September 24 commission, (1) (2) Rosyth, GSC Home/East of Suez/Home/ West Indies.
<i>Albion</i>	...	...	LPH, late September commission, (1) Portsmouth, (2) Malta, FS East of Suez.
<i>Berwick</i>	...	...	A/S Frigate, October commission, (1) Portsmouth, (2) Chatham, GSC Home/East of Suez/Home/Med.
<i>Blake</i>	...	...	Cd Cruiser, November recommission, (1) (2) Portsmouth, GSC Home/East of Suez.
<i>Lincoln</i>	...	...	AD Frigate, November 5 recommission, (1) (2) Devonport, GSC Home/East of Suez/ Home.
<i>Beachampton</i>	...	...	CMS, November 18 recommission, (2) Bahrain, FS Gulf.
<i>Yarnton</i>	...	...	CMS, November 1 recommission, (2) Singapore, FS Gulf.
<i>Diomedes</i>	...	...	GP Frigate, December commission, (1) (2) Devonport, GSC Home/East of Suez/Home/ Med.
<i>Leopard</i>	...	...	A/A Frigate, December 3 recommission, (1) (2) Portsmouth, GSC Home.
<i>Falmouth</i>	...	...	A/S Frigate, December commission, (1) (2) Portsmouth, GSC Home/West Indies/Home/ Med.
<i>Phoebe</i>	...	...	GP Frigate, January 28, 1971 recommission, (1) (2) Chatham, GSC Home/West Indies/ Home/Med/Home.
<i>Rothsay</i>	...	...	A/S Frigate, January 5, 1971 recommission, (1) (2) Portsmouth, GSC/Home/East of Suez/Home/Med.
<i>Brinton</i>	...	...	M/H, January 28, 1971 recommission, (2) Bahrain, FS Gulf.
<i>Fife</i>	...	...	GMD, February, 1971 recommission, (1) (2) Chatham, GSC Home/Med/Home.
<i>Intrepid</i>	...	...	LPD, February, 1971 recommission, (1) Devonport, (2) Singapore, FS East of Suez.
<i>Minerva</i>	...	...	GP Frigate, March, 1971 recommission, (1) (2) Devonport, GSC Home/East of Suez/ Home/West Indies.

# COMMUNICATIONS GAZETTE

## APPOINTMENTS

EDITOR'S NOTE: *Although every endeavour is made to ensure that the information in this section is correct, we ask readers not to treat it as authoritative in the strict sense.*

Name	Rank	Whence	Whither
ANSON, SIR PETER ..	Captain	CSS	CNFG (Commodore) WHTA
ALLAN, D. C. ..	Lieut.-Cdr.	Albion	Achilles
APPLEYARD-LIST, J. C.	Lieut.-Cdr.	Cleopatra	Mercury
BALFOUR, H. M. ..	Commander	Whitby	RNTS Woolwich
BRIGGS, W. G. ..	Lieutenant (SD)	Eagle	Fulmar
BUCKLAND, P. H. ..	Lieutenant (SD)	Seahawk	Whitehall
BURLING, W. G. ..	Lieutenant (SD)	Mauritius	Mercury
CARRINGTON, J. A. ..	A/Sub-Lieut. (SD)	Courses	Llandaff
CRADDOCK, J. A. ..	Sub-Lieut. (SD)	Cleopatra	Dolphin
CHRISTIE, W. J. ..	Lieutenant	Mercury	Exmouth
COLMAR, A. A. ..	A/Sub-Lieut. (SD)	Courses	Verulam
DANIELS, W. R. ..	Lieutenant (SD)	Forest Moor	St. Angelo
DAVIES, J. ..	Lieut.-Cdr.	London	Mercury
DAVIS, R. K. ..	Lieutenant (SD)	Mercury	Warrior
DEMPSEY, J. K. ..	Lieutenant (SD)	RMN loan	Mercury
DUNCAN, D. A. ..	Sub-Lieut. (SD)	Dolphin	Repulse
ELLISON, L. ..	Lieutenant (SD)	CinCNAVNorth	Forest Moor
FEILER, P. R. ..	Sub-Lieut. (SD)	President	Forth
FRYER, D. W. ..	Lieut.-Cdr.	Intrepid	STANAVFORLANT
GORDON-ROE, K. ..	Third Officer	Mercury	Faslane
HILDRETH, D. J. ..	A/Sub-Lieut. (SD)	Courses	Rothsay
JACKSON, S. ..	Lieutenant (SD)	Mercury	Juno
KENNEDY, S. ..	Third Officer	Mercury	Whitehall W/T
KENT, B. H. ..	Captain	President	CSS
LANIGAN, A. J. ..	Sub-Lieut. (SD)	SD C Course	Achilles
LARKINS, D. ..	Lieutenant (SD)	Cochrane	President
LEES, P. R. ..	Commander	President	ASWE
LENNON, P. A. ..	Lieutenant (SD)	Heron	Warrior
LEONARD, P. R. ..	Lieutenant (SD)	Terror	Dolphin
LUCE, P. D. ..	Lieutenant	Juno	Narwhal
MAWSON, T. ..	Lieutenant (SD)	Mercury	Heron
McMULLEN, C. J. ..	Lieutenant	Glamorgan	President
MILLER, J. B. W. ..	Captain	President	Mercury (DGW(N))
NICOL, J. M. ..	Lieutenant (SD)	Warrior	Mercury
O'BRIEN, C. A. ..	Lieutenant (SD)	Mercury	Tamar
PEARCE, J. ..	Lieut.-Cdr. (SD)	President	St. Angelo
PENNY, J. ..	Lieut.-Cdr.	Dido	Mercury
PIDGEON, G. C. ..	Lieutenant (SD)	Mercury	Naiad
PUDDICK, N. D. ..	Second Officer	Warrior	AFNorth
REED, G. ..	Lieutenant (SD)	Fulmar	Eagle
REUBENS, E. G. H. ..	Lieut.-Cdr. (SD)	Terror	Mercury
RIDOUTT, J. E. ..	A/Sub-Lieut. (SD)	Courses	Puma
RODDIS, J. A. ..	Second Officer	Terror	Warrior
SAMPSON, F. ..	Sub-Lieut. (SD)	Llandaff	Seahawk
SEARL, B. M. ..	A/Sub-Lieut. (SD)	Courses	Abdiel
SHELTON-AGAR, R. A.	Lieut.-Cdr.	Mercury	Vernon
SOLLEY, S. G. ..	Lieutenant (SD)	Dolphin	Mauritius
SOMERVILLE-JONES, O.	Lieut.-Cdr.	Mercury	London
STAMS, P. ..	Lieut.-Cdr.	St. Angelo	President
STRATTON, G. A. ..	Lieutenant (SD)	Yarnton	Warrior
TILLEY, A. F. ..	Lieut.-Cdr.	ASWE	Victory
WATSON, J. J. ..	Lieut.-Cdr.	Hampshire	Sheraton
WESTWOOD, A. ..	Third Officer	Mercury	Cochrane
WENN, D. E. ..	Lieutenant (SD)	Mauritius	Dartmouth
WILLIAMSON, J. K. ..	Lieutenant	Maidstone	Cochrane
WINKLESS, W. J. ..	Sub-Lieut. (SD)	Forth	Mercury
WITHER, R. S. ..	Sub-Lieut. (SD)	Naiad	Laymoor
WORTHINGTON, P. E. ..	Lieutenant (SD)	Mercury	Llandaff

## PROMOTIONS

### To Captain (30/6/70)

P. M. STANFORD  
W. T. T. PAKENHAM

### To Commander (30/6/70)

J. M. FINDLAY  
J. T. LORD  
J. PENNY

### To Sub-Lieut. (SD)

J. A. CARRINGTON	R. J. MALCOLMSON
A. A. COLMER	J. E. RIDOUTT
E. DAVIS	B. M. SEARL
D. J. HILDRETH	D. J. MATHEWSON

### Transfer to GL

Lieutenant F. M. EMMETT	Whitehall
Lieutenant W. J. CHRISTIE	<i>Mercury</i>

## RETIREMENTS

Lieut.-Cdr. (SD) R. J. TRUDGETT  
Commander J. C. RUSHMORE, DSC  
Lieut.-Cdr. (SD) G. D. CARTER  
Captain I. F. SOMMERVILLE

Second Officer D. C. SELLER  
Lieutenant (SD) J. SHACKELL  
Lieut.-Cdr. J. S. GEORGE  
Lieut.-Cdr. (SD) E. G. H. REUBENS

## ADVANCEMENTS

### TO CRS

BROWN, R.	930011
CHERRY, D.	921760
SHAW, B.	932091
GINNS, R. K.	843909
EDMONDSON, D. A.	926341
PARKE, B. S.	905352
SALT, L. S.	934134
FOXTON, T.	916209
HALL, A. J.	839060
ALLAN, L. M.	898321
JONES, F.	932520
WADSWORTH, G. W.	925202
BELL, P. A.	912383
BANE, G. S.	839992
WALDRON, F. C.	883260
RIDOUTT, J. E.	912255
PERRY, G. J.	934411
CHALLINOR, M. J.	916744
GORDON, G. W.	912163

### TO CCY

MORRIS, G.	745697
UNDERWOOD, R. A.	882728
McHUGH, J. R.	905124
COOPER, D. R. J.	836662
WOMBELL, A.	911906
GORE, A.	921747
HARRISON, D.	905390
BARRIE, H. A.	911942
OLDBURY, R. L.	857266
BLACKWELL, J. W.	882991
BALISTER, I.	940650
MANSER, R. C.	919850
GREEN, T. H.	939393
SEARL, B. M.	912471
WARD, P. J.	938759
BREWARD, T. D.	905091
HOUSTON, J. J.	951059
DAVIS, S. B.	848585
GURDLER, J. R.	863789
YOUNG, M. S.	918271

### TO CRS(W)

SKED, J. 979215

## PROMOTIONS

To Commander RNR  
J. E. FARRAND

## AMERICAN INTERLUDE

Each radio room or section contained certain amounts of gear but, as far as I could see, no specific plan. All remote positions and control of all these various pieces of equipment was handled by the operators in Radio 1, including tie-ups with on-line gear. I was also shocked to find that most of the equipment, unlike that which I was led to believe, was very antiquated and included TCS (how many of you remember that dear old set), AN-ARC, URG and terminal equipment which included CV 89s and that old faithful the Teletype 28.

However, old as it was, the American communicators were doing very well with their gear until it came to putting tones through any of their UHF gear (TED-RED), when instant burn-out of the RF stage was experienced. I was assigned to a watch for my brief (6 days) visit, and you poor hard done by communicators who moan about your 3-watch system should try the American 'middle', twelve till eight, we were then off till twelve noon and then through till four (no make and mends or stand-offs, bunting please note). American sparkers do a week of

this then with a system of splitting the first, change over to the reciprocal watches.

The Chief Tels (6 of them) also keep watches, never less than 2 in a watch, a like system being worked for SCOs. (Sir, please note!) I did, however, despite the hard work involved, thoroughly enjoy my stay on the *Newport News* and the American hospitality, as always, was nothing short of fantastic (Zippo collectors please note). Everything was done to make me comfortable, including a radiotelephone call to my girl-friend in the States; done on the ship's welfare Ham radio, a marvellous system that saves the crew a fortune in stamps, as the system is available to all.

I conclude this article by urging all Communicators who do get a chance of exchange, or liaison, visits with the Americans to grasp the opportunity with both hands, and go with a completely open mind, and I'm sure you will be pleasantly surprised. You will be, of course, also doing valuable work in helping to bring a better understanding of the problems encountered in NATO.



# DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIP-SHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Summer edition of the magazine. Individuals may write directly to the Editor if they wish.

Although every endeavour is made to ensure that the information in this section is correct we ask readers not to treat it as authoritative in the strict sense.

Name	Rate	Whither	Name	Rate	Whither
ABLEY, W. J.	JRO(T)	Cavalier	GLOVER, P. A.	LRO(T)	Mercury
AJTKE, P. M.	RO2(G)	Mercury	GOLDSMITH, R.	A/LRO(G)	Mercury
ALLEN, G. C.	RS	St. Angelo	GRAY, J. P.	RO2(G)	Mercury
ALSOP, M. S.	JRO(W)	Argonaut	GREENSIDES, T. A.	A/RS(W)	London
ANDERSON, J.	RO2(W)	Mercury	HAILS, D.	RO2(G)	Naiad
ANDERSON, R. W.	RO2(W)	Cochrane	HAMILTON, N.	RO2(T)	Fearless
ANDREWS, K. W. C.	JRO(T)	Llandaff	HALL, A. J.	CRS	Forth
ARMSTRONG, F. E.	RO2(G)	Antrim	HARBINSON, J.	CRS	St. Angelo
ARMSTRONG, E. K.	JRO(G)	Zulu	HARLIN, C. M.	RO2(G)	London
ARNOLD, M.	RO2(G)	Lynx	HAZLEHURST, C.	RO2(W)	Arethusa
ARNOLD, A. L.	RO2(G)	Mercury	HEATH, P. W.	RS	Victory
ARNOLD, P. G.	LRO(G)	Mercury	HEATH, D. S. P.	A/LRO(G)	Mercury
ASKEW, D. M.	RO1(G)	Danae	HETHERINGTON, I. G.	RO2(G)	Centurion
ATHEY, B.	RO2(G)	Tamar	HEAL, C. R.	RO2(W)	Cleopatra
ATTWOOD, C. F.	RO2(G)	Mercury	HOBGEN, C. E. J.	RO2(G)	Dolphin
AUSTIN, R. K.	RO2(W)	Salisbury	HOPES, A. V.	RO2(T)	Fife
BAKER, R. J.	RO2(T)	London	HOWES, R. W.	RO2(T)	Jufair
BALLISTER, L.	CCY	Fearless	HOLMES, G. S.	RO2(G)	Fearless
BEASLEY, R. W.	RO2(G)	Dundas	HOPKINS, P. C.	RO2(G)	Fearless
BETTS, R. G.	RO2(G)	Exmouth	HUTCHINS, F. M.	LRO(G)	Terror
BLANDFORD, W. G.	LRO(T)	Arethusa	HUTCHINSON, K.	RS(W)	Cleopatra
BRODIE, G. C.	RO2(G)	Fearless	JACKSON, D.	LRO(T)	Glamorgan
BRISTOW, A. D.	RO2(W)	Penelope	JENKINS, M. W.	RO2(W)	Valiant
BRIMSON, H. R.	RO2(G)	Neptune	JENKINS, R. D.	RO2(G)	Cleopatra
BROWN, D. W. J.	RO2(T)	Fearless	JONES, E. W.	RS	Hydra
BROWN, S. W.	A/LRO(T)	Cavalier	JONES, S. J.	LRO(T)	Mercury
BUFFERY, J. C.	LRO(G)	Dolphin	KELLETT, P. E.	RO2(W)	Arethusa
BUNTON, T. G.	RO2(G)	Terror	KERSLAKE, R. J.	A/LRO(T)	Cleopatra
BURWOOD, M. F.	RO1(G)	Fearless	KING, R. C.	RO2(W)	London
BUNROSE, P. A.	RO2(G)	Neptune	KIRTON, W. H.	A/LRO(W)	Arethusa
BURT, A. J.	CCY	Mercury	KNAPMAN, C. G.	RO2(G)	Scylla
BOYNTON, R.	RO2(T)	Mercury	LLANGLAIS, P. C.	RO1(G)	Arethusa
CARLESS, R. G.	RO2(G)	Arethusa	LAWSON, G.	RO2(G)	Fearless
CARTY, M. J.	RS	Mercury	LEAITY, J. A.	RO2(G)	Fearless
CHADWICK, F.	RO2(T)	Tamar	LEONARD, A. J.	LRO(G)	Mercury
CLARKE, K. T.	RO2(W)	Cleopatra	LEPPINGTON, D.	RS	Mercury
CLOWES, C. D.	RO2(W)	Lynx	LEYLAND, J. T.	RO2(G)	Resolution
COCKETT, A. D. J.	RS	Mercury	LISHER, J. F. W.	A/CY	Fearless
CONGDON, M. J.	RO2(G)	Fearless	LYDD, D. P.	LRO(G)	Fearless
CORNER, J. R.	RS	Mercury	LONGDON, G. L.	RS	Mercury
CROFT, B. M. F.	RO2(G)	London	MACDONALD, B. J.	RO2(G)	President
CUMMINS, D. J.	RO2(G)	Cleopatra	MACDONALD, J. D. W.	RO2(W)	Neptune
DALY, G. C.	LRO(W)	Mercury	MADDISON, M.	RO2(W)	Mercury
DAVEY, M. G.	RO2(T)	Lynx	MARSDEN, R. J.	RO2(T)	Fearless
DAVIS, C. J.	RO2(G)	Undaunted	MARSHMAN, B.	RO2(T)	Mercury
DAVIS, J. F.	RO1(G)	Neptune	MATTOCKS, E. A. W.	RO2(T)	Terror
DEFROAND, J. A.	RO2(G)	Neptune	MAYALL, C. S.	RO2(W)	Mercury
DESMOND, E. D.	RO1(T)	Fearless	MENICHO, J. E. D.	A/LRO(G)	Fearless
DICKINS, S.	A/CY	Lynx	MILES, J.	LRO(T)	Penelope
DODWELL, T. W.	LRO(G)	Mercury	MILNE, W.	LRO(G)	Forth
DONOGHUE, M. S.	LRO(T)	Mercury	MAYES, R.	A/RS	Berwick
DONOGHUE, R.	RO2(W)	Mercury	MILLINER, F. G.	A/LRO(G)	Mercury
DONOVAN, J.	RO2(G)	Arethusa	MUDFORD, D. P.	RO2(W)	Mercury
DUFFY, B.	RO2(G)	Mercury	MURCHIE, D. K.	RO2(W)	Mercury
DUNNINGHAM, W. T.	RO2(T)	Arethusa	MURRAY, P.	RO2(T)	Arethusa
DYKE, A. H.	RO1(T)	Undaunted	MURPHY, D. J.	RO2(T)	Fearless
FAIRBASS, D. M.	RO1(T)	Arethusa	MURPHY, R. M.	A/RS(W)	Mercury
FEE, D.	RO2(W)	Chichester	NICKERSON, M. D.	A/RS	Eagle
FISHENDEN, D. F. E.	RO2(G)	Mercury	NORMAN, I. D.	RO2(W)	Arethusa
FLYNN, P. J.	RO2(T)	Sheraton	PADDEN, N. J.	RO2(G)	Fearless
FORD, D. G.	A/LRO(T)	Mercury	PADGINGTON, M. V.	A/LRO(G)	Wiston
FRENCH, A. H.	RO2(G)	Fearless	PAFFETT, T. V.	RO2(T)	Lewiston
FRENCH, D. K.	RO2(G)	London	PARGO, J. N.	RO2(G)	Jupiter
FURNER, P. J.	RO2(G)	Jupiter	PARKER, M. P.	LRO(G)	St. Angelo
GALE, G. N.	LRO(G)	Mercury	PHILLIPS, M. C.	RO2(G)	Fearless
GARDEN, A. S.	RO2(W)	Cleopatra	PICKETT, J. W. F.	LRO(W)	Salisbury
GAUSON, W.	LRO(T)	Mercury	POSTON, R.	RO2(T)	Fearless
GIBBONS, J. C.	RO2(G)	Cleopatra	PRICE, P. J.	LRO(G)	Terror
GIBBY, P. J.	RO2(T)	Fearless	PRICE, R. B.	RO1(T)	Verulam
GILES, R. J.	A/CY	Eastbourne			

# DRAFTING—CONTINUED

Name	Rate	Whither	Name	Rate	Whither
REEVE, S. D.	RO2(G)	Fearless	THOMAS, D. E.	RO2(G)	Endurance
RICHARDS, K. D.	A/LRO(T)	Fearless	THOMAS, F. D.	RO1(G)	London
ROBINSON, J. R.	CRS(W)	Mercury	THOMAS, P. R.	RO2(G)	Cleopatra
ROGERS, A. W. F.	CRS	President	TIMMONS, J. P.	RO2(W)	Mercury
ROTHERHAM, T. E.	RO2(W)	Llandaff	TUBBS, J. W.	A/LRO(W)	Mercury
RUSSELL, S. O.	RO1(G)	Renown			
SAMPSON, T. A.	RO2(G)	Arethusa	WARD, J.	RO2(T)	Cleopatra
SCHOLEY, P.	RO2(G)	Bronington	WATKIN, D. M.	RO1(W)	Mercury
SHOEMAKER, D. S.	RO2(W)	Drake	WATSON, W.	RO2(G)	London
SMALL, D. W.	RO2(W)	Mercury	WEST, B.	A/LRO(G)	Eagle
SMITH, C. J.	RO2(T)	Lynx	WHEELER, A. L.	RO2(G)	London
SMITH, M. S.	A/LRO(W)	Mercury	WHITE, D.	RO2(T)	Fearless
SMITH, P.	RO2(G)	London	WHITCHER, D. J.	RS	Dolphin
SMITH, P. R.	RO2(W)	Scylla	WHITTAKER, A. W.	RO2(W)	Mercury
SPARKES, C. L.	RO2(W)	Lincoln	WINTERTON, R.	A/LRO(G)	Arethusa
STANBROOK, P. G.	RO2(W)	Mercury	WILLIAMS, B.	RO1(G)	Fearless
STOKES, G. R.	RO2(G)	President	WILLIAMS, R. J.	RO2(G)	Arethusa
STONE, K. S.	RS	St. Angelo	WILLIAMS, T. A.	A/LRO(W)	Penelope
STURGEON, N. D.	RO1(G)	Fearless	WILLIAMS, R. M.	RS(W)	St. George
			WINGETT, J.	RS	Maxton
TAYLOR, D. R.	A/RS(W)	Cleopatra	WITCHER, T.	RO1(T)	Fearless
TAYLOR, J. P.	A/LRO(W)	Mercury	WOOD, B. M.	A/CY	London
THOMAS, A. C.	RO2(W)	Antrim	WOODGATE, E. G.	RO1(T)	Osprey
			WORSLEY, V.	LRO(W)	

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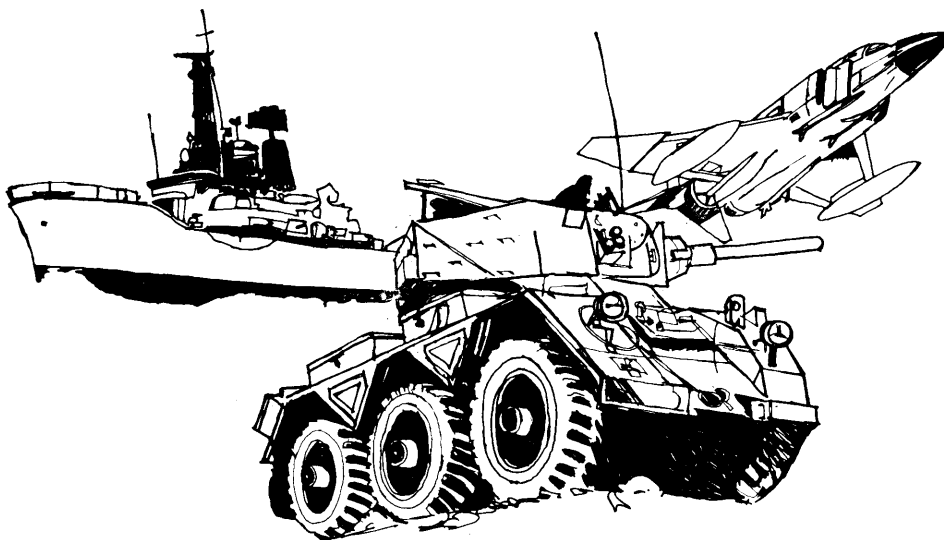
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