

THE COMMUNICATOR



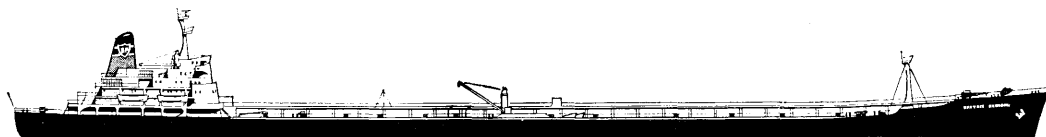
VOL 20 - No. 2 **SUMMER 1970**

WRENS PIN-UP PAGE

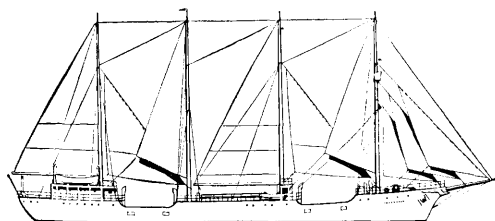


HMS Hecla

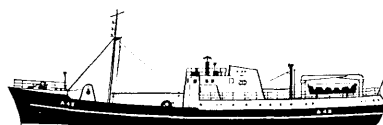
**The Communication Staff — from left to right.
RO2(G) Lewis (ex-Defender), RO3(G) Morley (ex-
Mercury), RS Mckenna (ex-Mercury), LRO(G)
Garrett, LRO(T) Crane (ex-Mercury), and RO1(G)
Pringle**



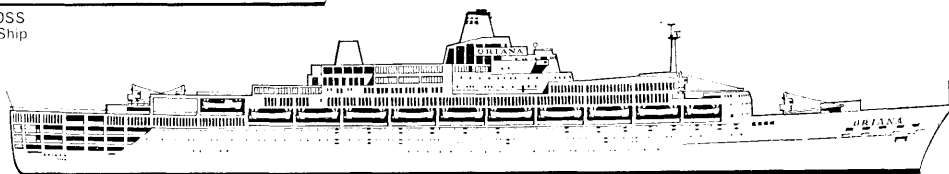
BRITISH ADMIRAL



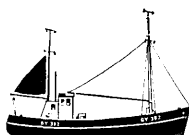
ALBATROSS
Training Ship



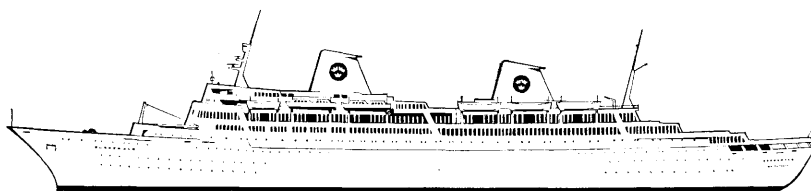
SIR WILLIAM HARDY
Fishery Research



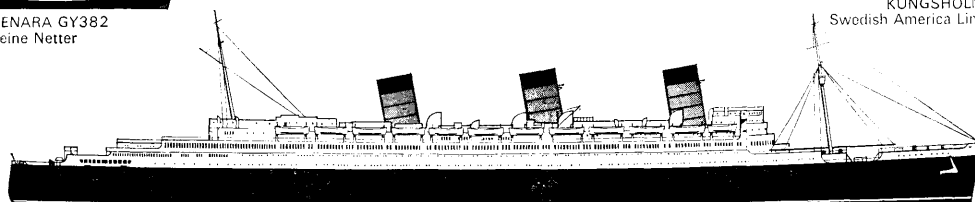
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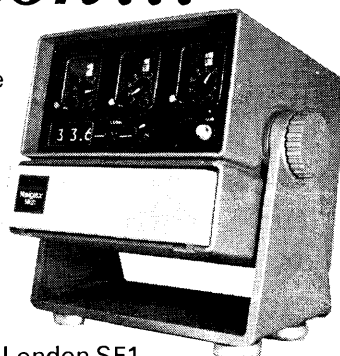
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THE COMMUNICATOR

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

SUMMER 1970

VOL. 20, No. 2

CONTENTS

	<i>page</i>		<i>page</i>
EDITORIAL	61	THE DIG SYSTEM	70
A LETTER TO BUNGY	62	RESETTLEMENT NEWS AND TODAY IN THE PAST	72
JUBILEE OF ROYAL CORPS OF SIGNALS	62	GOING THE ROUNDS IN MERCURY	73
THE REV J. RICHARDSON	62	SHIP-SHORE NEWS	82
THE REBUILDING OF HMS MERCURY	65	BOOK REVIEW	101
NATO NAVAL COMMUNICATION COMPETITION 1970	67	WRNS NEWS	103
SIGNALMEN ARE STILL VERY MUCH AROUND	70	COMMISSIONING FORECASTS	107
		COMMUNICATIONS GAZETTE	109
		DRAFTING	113

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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 Winter 1970 edition must be in the editor's hands by 1st November, 1970, and bulk orders by 10th November, 1970.**

Subscription rates are:

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

The Magazine is published during the Spring, Summer and Winter. Orders are normally posted during the 2nd week of April, August and December. The closing date for articles is 1st March, 1st July and 1st November.

Cheques/Postal Orders should be made payable to and sent to:

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.

PUBLISHED AT HMS 'MERCURY'

'PLAYBOY'S' JUNE PLAYMATE OF THE MONTH



Southern California's Elaine Morton, 'Playboy's' June Playmate of the Month, is a gal who believes in live and let live. One way of doing it, is crisscrossing the sunny Pacific beaches in a converted milk truck, which she uses as a mobile pad. What's her bag? Explains she: 'I was all hung up in establishment modes of living. Then I decided to stop striving for those goals and find my own.'

EDITORIAL

NATO Naval Communication Competition

The results of the 1970 competition are given on pages 67-69 of this edition. We came 8th in order of merit out of a list of 11 participating nations. The team manager notes that the standards of the various tests call for operating ability of a high order, and points out that RN competitors must get to grips with the form in which these tests are carried out. The report shows that although our team came near the bottom the operators were individually well up to standard. For this we congratulate them.

But we should look at the cold hard facts of previous competitions. The Individual Championships Competition — The Good Communications Cup — The Communications Quiz Trophy and the Communications Relay Trophy:

Individual Champions

Year	Host Nation	Flashing Light Reception	Radio Telegraph Trans-mission	Radio Telegraph Reception	Tele-typewriter Trans-mission
1963	Italy	Belgium	Nether'ds	Nether'ds	Nether'ds
1964	UK	Nether'ds	Norway	UK	Nether'ds
1965	Nether'ds	Nether'ds	UK	Nether'ds	UK
1966	Germany	Nether'ds	Nether'ds	Canada	Italy
1967	Canada	Germany	Italy	Nether'ds	Germany
1968	Norway	Italy	Canada	USA	Italy
1969	Nether'ds	Nether'ds	Nether'ds	Italy	Italy

The Good Communications Cup

In 1965 the Royal Netherlands Navy donated a cup to be awarded to the team scoring the best total results during the competition. Here are the past results:

Year	Host Nation	Winner
1965	Netherlands	Netherlands/UK (Tied)
1966	Germany	Netherlands
1967	Canada	Germany/Italy (Tied)
1968	Norway	Italy
1969	Netherlands	Italy

The Communications Quiz Trophy

In 1966 Germany presented a trophy to the team scoring the best results in a communication quiz, since then the results have been: 1966 — Canada; 1967 — Norway; 1968 — Canada; 1969 — Norway.

The Communications Relay Trophy

In 1967 Canada hosted the competition and donated a trophy to the winning team in a communication relay test. Results since then: 1967 — Norway; 1968 — UK; 1969 — Netherlands.

TO ALL OUR CORRESPONDENTS

The editor thanks all correspondents who have sent in news items and articles for publication in this issue of *THE COMMUNICATOR* and hopes that all ships and establishments will continue to keep him informed of their recent exploits.

Please remember there are a great number of Communicators, both serving and retired, who have a great interest in what you and your ship are doing, so you tell us and we'll tell them. And while you are about it let us have some good photographs — GLOSSY PRINTS, BLACK AND WHITE and if Communicators are in it please give their names.

OBITUARY

It is with deep regret that Communicators have learned of the death of the Marquess of Milford Haven, OBE, DSC, CEng, who died after collapsing on Liverpool Street Station on April 14. The Marquess, a fellow Communicator, and a great-great grandson of Queen Victoria, was born in 1919 and succeeded his father, the second Marquess of Milford Haven (a brother of Princess Andrew of Greece) in 1938.

The Marquess, a cousin of the Duke of Edinburgh, was best man at the wedding of the Prince and the then Princess Elizabeth. He was educated at the Royal Naval College, Dartmouth and HM Signal School, Leydene, he served in destroyers in the second world war and in 1942 was awarded an OBE for his "coolness, leadership and courage" in taking the destroyer *Kandahar* through a minefield to the rescue of the cruiser *Neptune*. In the following year he received the DSC for valour in Malta convoy operations and was also mentioned in despatches.

He subsequently held appointments as Flotilla Signal Officer in HMS *Quillam*, Staff Signal Officer to Admiral Commanding Carriers, British Pacific Fleet and as Air Signal Officer. He left the Navy in 1948. His heir is his elder son, the Earl of Medina, aged 8.

153 Kingsway, Hove

Sir,

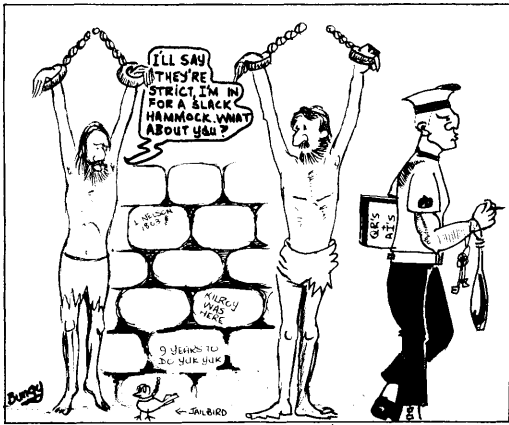
I, former member of the RNWAR (moustache fitted), read with great interest the excellent article by CRS W. C. Tinkler in the last issue of *THE COMMUNICATOR*. A long story has been compressed; I would like to emphasise the contribution of the RNVR Divisions.

On January 1, 1939, the thriving Telegraphist branch of the RNVR joined with the RNWAR to form the RNV(W)R. The Visual Signalling branch of the RNVR continued. During 1939-1945, this branch, which included teleprinter operators, certainly gave equally distinguished service and continued to flourish until the unification of the Reserves. An attempt was made to phase out the Buntings in the Reserve but recent personal experience informs me that the Tacticals are still active in Sussex RNR and, no doubt, throughout the United Kingdom.

Yours sincerely,

J. DICKSON

(Editorial — The writer is Lieut-Commr (L) J. Dickson, RNR(Retd))



THE COMMUNICATOR Office
HMS Mercury
June 30, 1970

To: Mr W. R. Williams
(RO2(T)(Retd))
9 Saughton Loan,
Edinburgh,
EH12 5SZ

Dear Bungy,

Ever since 1966 your down-to-earth BUNGY cartoons have been a regular feature in THE COMMUNICATOR. That you have done this without cost to the magazine has been very welcome — that you have done this at considerable expense to yourself is most commendable.

As you have now left the Service I would like to place on record our appreciation of your services and, on behalf of all Communicators, to wish you every good fortune in civilian life.

Yours sincerely,

J. H. ELLIS,
Editor.

JUBILEE OF ROYAL CORPS OF SIGNALS

by the Editor

FORMATION OF THE CORPS (LATER ROYAL CORPS) OF SIGNALS

The following Birth Certificate was issued by Royal Warrant and published with Army Order 275 of July 2, 1920:

GEORGE RI

Whereas We deem it expedient to authorize the formation of a Corps to be entitled 'Corps of Signals'.

Our Will and Pleasure is that the Corps of

Signals shall be deemed to be a Corps for the purpose of the Army Act, and that the words 'Corps of Signals' shall be inserted in Our Warrant of July 7, 1916, defining the 'Corps'.

Our Further Will and Pleasure is that the rates of pay for officers, warrant officers, non-commissioned officers and men of the Corps of Signals shall be as provided in the Schedule attached to this Our Warrant.

Given at Our Court at St James's,
this 28th day of June 1920, in the
11th year of Our Reign.

By His Majesty's Command,
Winston S. Churchill

The readers of THE COMMUNICATOR, the magazine of the Communication Branch of the Royal Navy, send their congratulations and best wishes to the Royal Corps of Signals on its fiftieth birthday.

REV J. RICHARDSON — EX-COMMUNICATOR

Padre Richardson, a descendant of Sir Richard Grenville, has been a member of the RNR since 1932, when he joined as a communication rating. He served throughout the last war as an engineer officer and transferred to the Chaplain branch in 1952. From 1954 to 1958 he served in the RN and then rejoined the Tyne Division RNR.

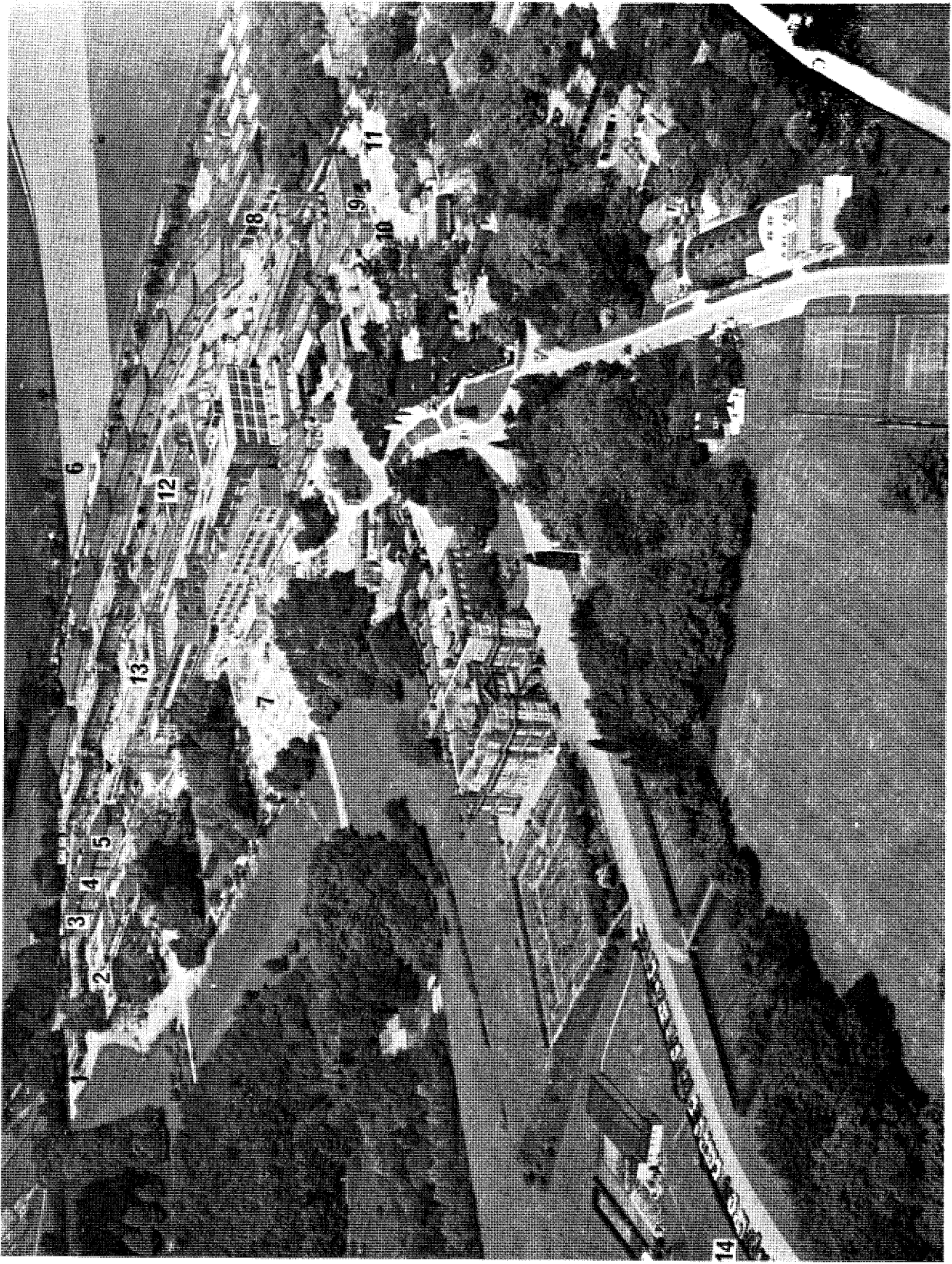
Our picture shows Padre Richardson, Vicar of Mitford, Northumberland, after receiving the OBE for his 38 years' service to the RNR, and includes his wife and three children, Lieutenant (E) Malcolm Richardson, RNR (26), Ordinary Seaman Paul Richardson, RNR (21) and Wren Christine Richardson (19) who is a driver at RNAS Culdrose.



.....We are now reaching the 'halfway mark' and we thank the Establishment for their co-operation over this period.

FRANK J.
PRIVETT
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Main Contractors for the redevelopment of HMS Mercury, Petersfield.



THE REBUILDING OF HMS MERCURY

by the Commander

I thought that Communicators would like to know a few more details of the rebuilding of the establishment which has been mentioned in various articles and is now well under way. The programme has been divided into four main phases which should be completed by early 1975, and a further phase which is not due to start until 1978. A photograph of HMS Mercury showing the sites being developed is on the page opposite.

KEY TO PHOTOGRAPH

1. POs Accommodation Block. (48 single cabins)
2. Wrens Accommodation Block. (Senior and Junior Wrens)
3. Junior Rates Accommodation Block. (ANSON)
4. Junior Rates Accommodation Block. (HAWKE)
5. Junior Rates Accommodation Block. (RODNEY)
6. Duty Party Accommodation Block. (ST VINCENT)
7. Third Instructional Block. (NELSON)
8. Drill Shed (Completed 1969)
9. Boiler House and FFO Tanks.
10. Civilian Canteen.
11. Motor Transport complex.
12. NAAFI Services Shop.
13. Sub Station for new ring main.
14. Captain's House.

PHASE 1

Started August 1969. Completes May 1972

Three junior rating blocks.
Petty Officers wing added to the Chief Petty Officers block.
WRNS building.
New Boiler House and heating system.
Modernisation of existing Junior Rates accommodation.
Modernisation and rearrangement of Mountbatten Block.
New NAAFI shop.
Drill Shed.
Supply Block comprising naval and victualling stores.

PHASE 2

Started February 1970. Completes May 1972

Third Instructional block.
Civilian canteen.
Motor transport complex.
Administration block.

PHASE 3

Starts February 1972. Completes December 1973

Sick quarters and dental surgery.
P & RT centre.
Estate stores.
MPBW & YSM compounds.
Additional tennis and squash courts and playing fields.

PHASE 4

Starts September 1972. Completes February 1975

Modernise Main House.
X Section & Publication Section move into Administration Annexe.
Annexe to Third Instruction block.
Church.

PHASE 5

Starts in 1978

Replace North Camp huts.
Replace cinema.
Work on Phase 1 is being carried out by Messrs F. J. Privett of Portsmouth and is well under way. During the past months the top of the hill has alternately been a quagmire or dust-bowl and residents of the School have had to put up with many tribulations and some discomfort. However some semblance of order should be restored by the time you read this.
With the exception of the new galley and servery equipment we expect work in Mountbatten Block to be finished in August this year and this will be followed in quick succession by the WRNS block, new junior ratings accommodation and Petty Officers wing about January 1971.

END OF SOBORTON TOWERS

The completion of the WRNS block will mean the end of Soberton Towers as part of the Signal School — an event eagerly looked forward to by many but no doubt one which will not pass without the odd nostalgic memory of the past association which has lasted for 29 years.

The new junior ratings accommodation will have single cabins for leading rates and dormitories of six. Each block will have a lounge on the top floor. The old blocks will get a face-lift when the new buildings have been completed. They will have improved bathrooms and a lounge which will be added in front over a porch.

The Administration block which is being sited in the present garage courtyard will contain offices including those presently in the Main House, Pay Office, RCC and OOW set-up which will be on the Droxford road opposite the Drill Shed.

A number of trees, which have been such a feature of the Leydene scene, have to be cut down to make sites for the WRNS, Sick Quarters, P & RT Centre and third instructional block but

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it is hoped to retain at least one row of trees down the side of the Broadwalk.

The P & RT Centre is to be built adjacent to the swimming pool and will include hobbies rooms and a new HAM shack. The changing rooms will also serve the swimming pool which we are hoping to get covered concurrently with

money from non public funds.

As you will see this is a major programme and is costing £2½ million at current prices. It will involve a certain amount of turmoil until 1975 when the main works are completed and old landmarks like Siberia and the Nissen huts will have disappeared.

NATO NAVAL COMMUNICATION COMPETITION 1970

by Lieut Collins, RN



The Captain, HMS Mercury (Captain B. H. Kent) and the 1970 RN Team comprising the Manager, Lieut (SD) (C) C. S. Collins; Trainer, CRS M. Puttick and, seated left to right, RO2(G) Perry (MTX), RO2(G) Wellstead (TTX), RO2(T) Brown (FRX) and LRO(G) Sadd (MRX)

On completion of the RN Preliminary Communication Competition the undermentioned ratings were awarded the Kent prize as the most proficient operators who entered the competition, and, after a six weeks training period in HMS Mercury, were selected to represent the RN in the NATO competition against 10 other countries at the Belgian Naval Signal School in Bruges, between May 25 and 29.

LRO(G) Sadd (HMS/M *Acheron*), Morse reception; RO2(G) Perry (HMS *Naiad*), Morse transmission; RO2(G) Wellstead (HMS *Norfolk*), Teletype transmission; RO2(T) Brown (HMS *Lochinvar*), Flashing reception.

So much interest has been expressed in the competition that the full results are published below to enable everyone to see exactly how high the standard is. An overall placing of eighth for the RN team may not seem remarkably high but when one considers the varying approaches to training by competing countries, the completely



LRO(G) Sadd receiving his 'Kent' prize (an inscribed silver pencil) from CINCPACVHOMER. Each member of the team received their Kent prize at the same ceremony. The other four members selected in the RN Preliminary Communications Competition received a tankard as shown on the table

alien format of exercises to an RN communicator, and the excellent results achieved by comparison with normal RN operating standards, then the team acquitted themselves extremely well.

Everyone enjoyed participating both in the very rigorous training, and the actual competition, commenting how worthwhile they thought it all was, what a great experience it had been and, at the wash-up, expressed a hope that they could compete again next year. Apart from all the hard work the trip to Belgium was a most enjoyable one. Among the many memories stimulated by a grand host nation are: a reception in the historical city Guildhall by the Mayor of Bruges, the grand NATO dance (8 pm-4 am) during which the RN team were clear favourites at the La Mamba dance, and the closing ceremony, a very impressive affair at which Prince Albert of Liège presented the trophies.

Pages could be written recounting a host of individual experiences but space decrees that this

article be wound up with a special word of praise for the unflagging efforts of the team trainer CRS M Puttick who savoured the delights of Belgium, and the assistant trainer CCY B Couzens who did not. If you wish to learn all about it at first hand

—volunteer for the 1971 team and you will not be disappointed.

TAILPIECE: RO2(G) Perry emerged as the individual pistol champion. There must be a clue there somewhere.

1. MORSE RECEPTION. RN REPRESENTATIVE—LRO(G) SADD

	Belgium	Canada	Denmark	France	Germany	Italy	Netherlands	Norway	Portugal	U.S.A.	United Kingdom
Day 1	2600	2565	350	1800	2070	2650	2505	2270	1875	1530	2470
Day 2	2520	2505	1360	2275	1910	2505	2295	1995	1445	1570	2255
Day 3	2585	2605	2060	2485	2070	2625	2575	2155	1665	1550	2300
Day 4	2555	2490	1720	2345	1850	2635	2450	2080	1595	1915	2295
Day 5	2570	2575	1850	2310	1925	2670	2455	2190	1710	1830	2335
Average best 3	2585	2582	1877	2380	2022	2652	2512	2205	1750	1772	2368
Placing	2nd	3rd	9th	5th	8th	*	4th	7th	11th	10th	6th

2. MORSE TRANSMISSION. RN REPRESENTATIVE—RO2(G) PERRY

Day 1	1801	1678	1839	1655	1338	2118	2076	2060	2130	984	1004
Day 2	1911	1940	2163	1955	1815	2241	959	2143	1744	1200	1734
Day 3	1611	1870	666	1971	1546	2254	2069	2150	2159	1542	1782
Day 4	1899	2051	859	1749	1840	2114	1641	2038	2201	1454	1922
Day 5	1918	1961	2066	1517	1727	2126	1852	2029	2186	1449	1666
Average best 3	1909	1984	2023	1892	1794	2207	1999	2118	2182	1482	1813
Placing	7th	6th	4th	8th	10th	*	5th	3rd	2nd	11th	9th

3. TELETYPE TRANSMISSION. RN REPRESENTATIVE—RO2(G) WELLSTEAD

Day 1	3921	2590	2555	4969	5279	5302	4277	1733	— 3677	2792	4167
Day 2	3873	4899	2661	5090	4799	4837	4558	2901	1676	3590	4485
Day 3	4039	4824	3413	4893	3993	4615	4645	2717	1236	2895	4168
Day 4	4538	4559	2528	4572	4987	4776	4204	2265	1647	3425	4325
Day 5	3919	4861	2589	4889	5562	4446	4309	1947	1947	2703	4563
Average best 3	4166	4861	2898	4984	5276	4974	4504	1757	1757	3303	4458
Placing	7th	4th	9th	2nd	*	3rd	5th	10th	11th	8th	6th

4. FLASHING RECEPTION. RN REPRESENTATIVE—RO2(T) BROWN

Day 1	447	448	391	431	443	431	441	430	396	442	Recorder malfunction
Day 2	440	447	409	395	439	432	444	440	399	441	432
Day 3	447	449	413	434	438	442	444	435	406	437	411
Day 4	445	446	385	410	440	445	442	428	378	445	420
Day 5	448	449	381	408	443	442	440	440	403	428	428
Average best 3	447	449	404	425	442	443	443	438	403	443	427
Placing	2nd	*	10th	9th	6th	4th	3rd	7th	11th	5th	8th

CHALLENGE TROPHY GOOD COMMUNICATIONS

Points	30	35	16	24	24	41	31	21	13	14	19
O.O.M.	4th	2nd	9th	=5th	=5th	*	3rd	7th	11th	10th	8th

RELAY TEAM EVENT

Penalty points	85	95	100	95	35	25	80	45	460	Disq.	30
Time	11' 49"	9' 57"	11' 37"	11' 54"	10' 15"	9' 27"	8' 14"	12' 05"	10' 14"	Over Time	10' 12"
Placing	6th	7th	9th	8th	3rd	*	5th	4th	10th	11th	2nd

QUIZ

Points	38	46	46	36	47	36	38	44	39	36	45
Placing	7th	2nd	3rd	10th	*	11th	8th	5th	6th	9th	4th

Notes

- MRX. A 20 minute exercise made up of 2,700 characters of hatted letters, figures and special signs in groups of five transmitted at 36 wpm.
- MTX. A 20 minute transmission of groups as in the MRX format. Speed accuracy and style achieve the points total.
- TTX. A 20 minute transmission of groups as in the MRX format using ACP 127 procedure. Speed and accuracy give points total.
- FRX. 450 characters made up of letters, figures and special signs, transmitted at 12 wpm

by auto flasher and read into a tape recorder.

Summary

The details given above show the high standard required in this competition. The 1970 RN team achieved their creditable result (eg, 92 per cent accuracy at 36 wpm in morse reception) after six weeks' training. In the competition practice pays off so start NOW using the exercises distributed in the RN Preliminary Communication Competition Book and secure yourself a place in the 1971 RN team. Any snags or requests for assistance should be sent to Lieut (SD) (C) C. S. Collins, RN, HMS *Mercury*.

SIGNALMEN ARE STILL VERY MUCH AROUND

(the following is an extract from the US Naval Communications Bulletin)

The execution of manoeuvres at sea depends upon rapid and accurate communications. The safety of ships depends to a great extent on the vigilance of lookouts. These important duties are performed by Signalmen, one of the oldest ratings in the Navy.

Visual communications — the first form of nautical communications — continues undiminished in importance today. With all the modern advances in electronic communications, the Navy afloat still uses the Signaller to convey its messages whenever security demands radio silence.

Signalmen send and receive messages by flashing light, semaphore and flag hoist and perform the duties of lookout on the bridge and signal bridge. They also repair signal flags, pennants and ensigns. Other duties include the handling, routing, filing, encoding and decoding of messages; maintaining signal equipment and using voice radio. They sometimes serve as navigators' assistants and take bearings.

A Signaller learns to identify and use visual aids to navigation, signal flags and pennants. He also learns to identify ships and aircraft and use International Morse Code. Other areas of his learning are the use of teletype, continuous wave radio, voice radio and infrared communication equipment.

Training for Signalmen is available at fleet schools located in Newport, Los Angeles and Pearl Harbour. The typical scope of instruction at any one of these centers includes classroom and practical exercises in flaghoist signalling, flashing light, semaphore, visual signalling, honours and ceremonies, communications publications and communication administration.

Signalmen are primarily seagoing men whose duties take them to all types of ships. Statistics reveal that 3,131 of the Navy's 3,771 rated Signalmen are currently serving at sea. The normal sea tour for a rated Signaller is eight years for E-6 and below, five years for E-7 and three and one-half years for E-8 and E-9. This compares to a normal shore tour of two years for all rated Signalmen.

Perhaps Signalmen fit into the old Navy adage that 'sailors belong aboard ships and ships belong at sea.' Regardless, a Signaller's work is interesting and rewarding, and as any other Navyman, he prides himself in a job well done.

SIGNAL MESSAGE DISTRIBUTION — THE DELIVERY INDICATOR SYSTEM

by Lieut Comdr J. W. Daubney, RN

The User Requirements and Trials Section (X Section) HMS *Mercury* is currently working on, among other projects, the preparation of Standard Signal Distribution Lists (SSDLs) for use in ships of frigate classes and above. We have been much helped in this problem by the valuable assistance given by CCY Cooper, CCY Hulse and CY Hartley — who had the task of breaking down the results of trials by HM ships *Blake*, *Bulwark*, *Naiad*, *Fife*, *London*, *Rothsay* and *Galatea*.

The object of the exercise is of course to ease ship problems by placing the responsibility for deciding the internal ship distribution upon the originator of the message (who must in any case nominate the DIG). That this should be done is very obvious, reducing the training time, cutting down errors in distribution and, of great importance, preparing the way for future automation of signal distribution methods.

The trial ships prepared their own distribution lists for internal usage (ie, signals were allocated a standard distribution by DIG). Without doubt ships found some difficulty in carrying out these trials, but from the subsequent comparisons it is considered that the results were very worth while. These comparisons showed strong similarity between ship distribution lists, and where differences existed they arose from (as might be expected):

- a. allocation of duties to officers varying ship by ship;
- b. ships having different methods of applying the Internal Distribution Indicators despite the usage, fairly widely, of a common indicator system, ie, SIDIS.

Results were so encouraging however that it has been decided that it is possible to prepare Standard Distribution Lists to ensure conformity as far as possible between ships of different classes. Ultimately, of course, this will ensure compatibilities between originators and addressees both ashore and afloat. This standard system must be based on the SIDIS — with the reservation that SIDIS requires expansion to cover all ship requirements. In this manner, the system is based upon *Departments and Offices* (which are unchanging), rather than on *Officers and Allocation of Duties* (which differ from ship to ship).

If therefore we apply the SIDIS there is no reason why distributions should vary from ship to ship. The problems now are of course:

- c. SIDIS requires to be amplified to include all major offices in ships.
- d. A 'central' authority is required to state the distribution, to departments and/or offices for each DIG.

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c. Once these Standard Distribution Lists have been completed, ships will require to produce the interface (Ships Distribution Guide) between SIDIS, and a list of ships' officers.

X Section is therefore doing c and d above now — in your ship all you will have to do (in due course) is e above, following which we hope that many of our present knotty distribution problems will disappear. At any rate we must all become used to the idea of distribution to departments/offices — and of course making these the Action authority.

Any Constructive Ideas?

We are in the meantime pressing on with the preparation of these Standard Lists. If anyone has any constructive ideas on this subject we shall be very pleased to have them at any time. A note to me addressed to User Requirements and Trials Section, HMS *Mercury*, East Meon, Petersfield, Hants will suffice.

RESETTLEMENT NEWS

by CRS Joe Jordan

I am leaving the Service shortly after a very rewarding period spent in the chair as Resettlement Chief, rewarding not in the material sense, but in the knowledge of being employed on a worthwhile and very necessary task, one which is becoming increasingly important in advising Servicemen on selection of and preparation for 'Second Careers', in order to maintain or improve their present standard of living. The policy in *Mercury* to employ as Resettlement Chief a man who is himself within two years of completion of a pensionable engagement is very sound thinking. He is able to put himself fairly and squarely in the shoes of personnel seeking advice and information having already found out all the answers for his own benefit.

I cannot stress enough the need for an initial visit to the Resettlement Office at or before the 2½ year point prior to leaving the Service for advice on long term preparation for a second career; even if eventually the intention is to sign on, the information gleaned will not be wasted because alas everyone has to leave sometime. A visit at the six month point is even more important, for it is at this point affairs can be put in order in preparation for the big step, arranging vocational training courses, applying for jobs, attending interviews, etc. Early on in this six month period I strongly advocate a visit to the White Ensign Association in London, the advice and assistance given there is invaluable yet few people take advantage of this service.

Good news for all senior rates with over seven years in the rate (DCI 711/70). The Institute of Supervisory Management has extended recognition to enable them to become Associate Members or even in some cases Corporate Members. More

information on this Institute will be available in the Resettlement Office by the time this article is printed. As the reader will gather, I think Resettlement is a very important subject and that is why I am happy to announce that my proposed civilian occupation will enable me to continue to give Resettlement service to all branches of the Services as I am entering the Employment Agency world and will therefore be in close and constant touch with my successor in *Mercury's* Resettlement Office. This will be my last article for *THE COMMUNICATOR* but not, I hope, the last article from *Mercury's* Resettlement Office.

TODAY IN THE PAST

by Lieut-Comdr F. W. Denny (Signals 25N)

July 5, 1970

On July 5, 1825, an Order in Council was issued that naval seamen should be paid part of their wages as they became due, instead of having to wait until the end of a commission which, in extreme cases, was anything up to 15 years. It was only a concession, but it was one of a series which greatly reduced the hardship, to use no stronger term, to seamen.

During the 100 years that preceded this concession, the seaman, whether he was a volunteer or taken by the Press Gang, had a very poor time with regard to his pay. If he deserted he lost it as a matter of course, and as there was generally somebody who could pick up the money thus sacrificed, many a man was marked as a deserter who was really nothing of the sort. Harder still was the iniquitous custom of making a man forfeit all his pay if he were sent on shore sick and not returned within a month.

Even if he stuck out the whole commission he did not get his money in cash but by means of a 'ticket' payable in London, although the ship might have been paid off in Plymouth. Travelling then being so difficult it was only natural that he discounted his ticket and by the time the discounter, the ship's purser and the Admiralty pay clerk had taken their share there was not much left for him.

(Editorial. No doubt some will say the Chancellor of the Exchequer has taken over from the discounter, ship's purser and Admty pay clerk!)

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edition for their support
of our magazine.

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Captain B. H. Kent



The
Training Commander
Commander
J. L. Freeman



The Commander
Commander
N. F. Fawcett

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SA(A)	3/0 D. C. Williams	AEWO	Lieut J. B. Sheridan	O1	Lt-Cdr W. D. Redmond
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SO(TAC)	Lt-Cdr H. P. H. O'Brien	E1	Lieut A. B. Richardson	T1	Lt-Cdr N. J. Hill-Norton
SORT	Lt-Cdr J. B. Gallagher	F1	Lt-Cdr D. Dobson	TRO	Mr W. C. H. Bugg
SOTA	Lt-Cdr D. W. Coggeshall	J1	Lieut J. M. Benson		

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:

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R. F. A. C. Mortimer, CRS(W)

Entertainments Committee:

R. P. Robinson, CHCEL; P. J. Edgell, CRS(W)

A. W. Alderson, CRS(W); B. Heaton, CRS

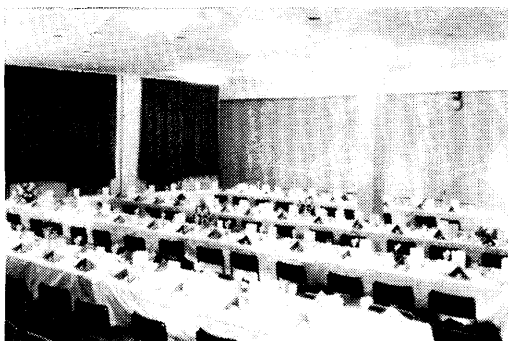
D. A. Collins, CRS(W); J. R. Robinson, CRS(W)

The end of the Spring term 1970 saw a change in Command of the Signal School, with the departure of Captain Sir Peter Anson, Bt, on April 17 and the arrival of Captain B. H. Kent, MBIM to

assume Command. I am sure that all past and present Mess members will join me in wishing Captain Sir Peter and Lady Anson the best of luck for a happy and successful commission in the Persian Gulf and in welcoming Captain and Mrs Kent to *Mercury*. Perhaps with the new Government in power, CNFG may be allowed to stay longer in which to do a worthwhile job!

Our major end of term function was the Mess Dinner Dance on April 10, where once again the outside caterers of St Helens transformed the dining hall into a gay and colourful venue and although we were not able to use the *Mercury* club for dancing, the Petty Officers kindly lent us their lounge in which a hard working table shifting party finally produced a numbered table seating plan in which we squeezed 157 people!

To all our ex members I must report the loss



The Dining Hall

of the Sea Dads' Trophy (only a temporary loss! — we hope). By way of a change, a cricket match was arranged by the wardroom. The game was played according to Brigands rules, which one would think ought to have suited the amateurs — but the wardroom brought their big guns to bear, with broadsides falling very close to the windows of the 'Bat and Ball' — and we subsequently lost by eight wickets. However, the sting of defeat was very soon soothed away in the bar of the 'Bat and Ball!' The next challenge will take place early in the winter term and although the cricket bats will definitely be out of favour, it has not yet been decided whether to take up arms with hockey sticks or soccer boots. Whichever game is played it will be according to the 'over 35' rules — which allow 11 on the field plus 11 substitutes who may all be called upon to play for at least 10 minutes!

The annual sports day and fete, in aid of the King George's Fund for Sailors, was again blessed with fine weather, and although there were not as many people as last year the actual money raised was an improvement on the previous year. Once again the edge of the running track was alive with various stalls and the appropriate barkers to go



**The After Dinner Speech
with CRS Buchanan among the amused listeners**

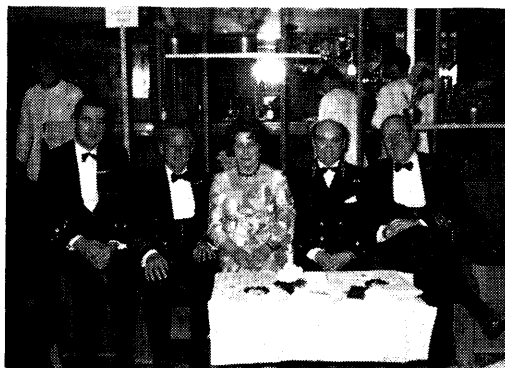


**The Sherry Reception
Captain Sir Peter and Lady Anson being greeted
by the President and Mrs Alderson**

with them! Our coconut shy was run by a very talented team consisting of CCY Smart, the Buffer, CCY Kitchin, CRS Shuker and CCY Abbott. These chaps were in direct opposition to Bob (QRK 5) Lomas shouting the odds on bowling for a pig! Paul Kitchin was selected as ball boy because it is alleged that he has less distance to travel when stooping to pick up the balls!

A highly successful car Treasure Hunt on June 19 was the climax of some very hard work by the Buffer, CH C EL Robinson. He was ably assisted by Jumper Collins at Check Point Charlie — just about 100 yards (drinking distance) from the 'Chairmakers' at the World's End part of Denmead. Whilst he awaited the arrival of successful cars, poised with his question, he only had the cow in the field for company (and she wasn't very good looking!). The fact that the President as driver, the Vice-President as navigator and the organiser's wife plus President's wife as passengers, won the first prize — was purely coincidental!

Any ex member who knew CCY Atkinson, later



**The Finale
The President, CRS Alderson, Captain Sir Peter
and Lady Anson, the Secretary/Treasurer, CRS
Hilder and Commander N. Fawcett**

as Lieut (SD) (C) Atkinson from Mauritius may be interested to know that he is now the landlord of a public house; the 'Phoenix Inn' at Twyford, near Winchester. We entertained this gentleman plus his customers at an indoor darts and snooker evening. Although scores were kept at the beginning — the end of the contest was lost in a haze of conversation with old ships and senior citizens who had been in the Navy during the First World War!

HMS *Mercury* was the host ship to the Brazilian training ship *Custodio De Mello* and the ship's first soccer team played them with a result that was better than the England team could do — we drew 2-2! Perhaps they forgot to bring Leading Seaman Pele and Petty Officer Tostao with them! The social afterwards for the Brazilian senior rates was arranged by the Petty Officers. This was a cabaret show, in which although the Brazilians did not understand the jokes, they certainly understood the dancers! It was also fortunate that we had the NATO EW 'B' class here at the time, where the Italian Chief was able to talk in pseudo Portuguese with the Brazilians!

This term's Bar-B-Q will unfortunately have to be cancelled owing to the fact that our beloved patch of the Broadwalk opposite the Chief Petty Officers' accommodation block is now becoming another concrete jungle, consequently we are short of a suitable venue. Alternatives have been discussed but it would appear that the best bet is to leave it out this time.

Our sharpshooting members have again represented *Mercury* and the Southern Command. CMEA(H) Reg Eccles, CCY Alan Wombell, CRS Gordon Perry and CRS Joe Jordan have all performed with varying success throughout the term. Reg Eccles became the *Mercury* small arms champion, CRS Perry obtained the highest score when shooting against BAOR and the Southern Command in the smallbore competition. Our congratulations go to Reg Eccles, Gordon Perry and Alan Wombell on their selection for Bisley (full-bore) training.

Finally, I am sure that all members and ex members, particularly those who were T section Instructors during the 1950's, will join me in congratulating CRS Gordon Laws on the award of his BEM. September 12 is drawing near, and for those members or ex members who have not actioned the date — ZUI THE COMMUNICATOR, Spring 1970, last paragraph, page 20.

The Newcomers: CRS Grindley, CRS(W) Wise, CPO(CA) Wicks, CRS Crockett, CPO WTR Dunmow, CRS(W) Robinson, CRS Excell, CH OEL Seymour, CRS Gray, CRS Yeo (loan from IIN), CCY Betts (loan from IIN), S/SGT Ross, MEA(H) Guy, CCY Hughes, CRS(W) Start, MAA Woods, CERA Lane, CRS(W) Taylor.

The Exodus: CRS Challinor—Staff of FOFWF.

CRS(W) Muggeridge — St George, CH MECH Robinson — Release, WO II Higgins — 8 Brigade, MEA(H) Tribe — Triumph, MAA Marsh — SHAPE, CRS(W) Palmer — Ark Royal (loan), CH OEL Livingston — Leopard, CCY Gore — St Angelo, CRS Turner — Release, CRS Johnson — RNR Birmingham, CRS Coombes — St Angelo, CCY Cooper — Release, CCY Harrison — Release.

RN COMMUNICATION CHIEFS' ASSOCIATION

by the Hon Secretary

The next reunion of members of the RNCCA will be held in the CPOs' Mess on Saturday, September 12. Invitations have been sent to all Members together with a News Letter giving up-to-date information of the Association.

We welcome Captain B. H. Kent as our new Vice President in succession to Captain Sir Peter Anson and look forward to seeing him at the reunion in September. We also welcome all members of the 1914/1918 RN Telegraphists Association who are now Hon Members of the RNCCA. We have had the pleasure of the company of some of their Members at past reunions.

A letter has been received from a Warrant Yeoman SAN asking details of membership for himself and other South African colleagues and the Committee have been pleased to invite them to become Associate Members. The letter also states that owing to staff shortages in the South African Navy and extra commitments, especially with regard to qualified Instructors, seeds have been sown for a scheme whereby, initially, it may be possible to engage five ex RN Pensioners to fill posts at the SAN Signal School and Naval College. Conditions briefly are (1) Age group 41 to 45 give or take a year, (2) Qualification CCY/TCI, CRS/RCI, (3) Initial engagement for three years, (4) Salary £1,500 - £1,800 pa. The job offers a good 15 to 20 years' employment. It must be stressed that this scheme is in the embryo stage. Further information will be available when final details are known but if any serving Chief Communicator nearing pension is interested, he is asked to get in touch with the Hon Secretary.

The question of an Association Tie is temporarily held up on the question of selecting a suitable motif. Any would-be artist with a flair for this sort of thing is requested to forward a suggested design to the Hon Secretary, Training Records Office. Something neat but not too complicated.

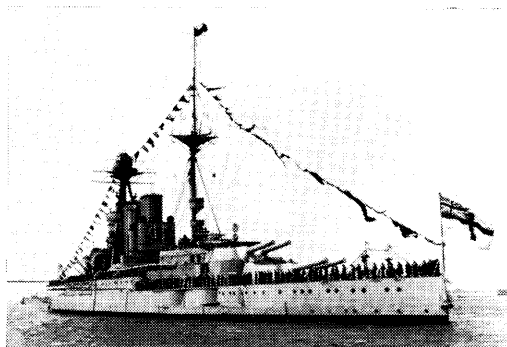
Membership is still increasing but mainly on the ex-Service side. How to attract the serving Chief Communicator is our problem. Any suggestions please.



PEN PORTRAIT 'FROM OD TO OOD'

by CRS J. E. West

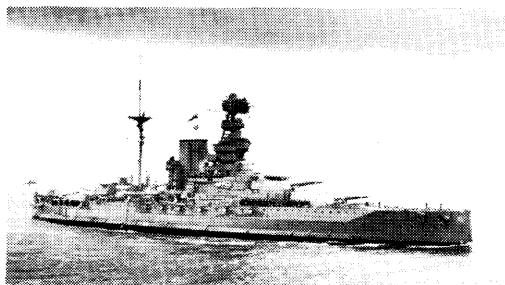
Unlike the previous Pen Portrait authors, my Service career did not begin until early January 1942 when I found myself at a bombed Southampton railway station being told that I was going to HMS *St George* at Douglas in the Isle of Man. None of this conveyed a great deal to me, but on arrival I received my first picturisation lesson and settled down to the normal boys' routine of that era. The hard winter of that year and watching prospective Buntings doing musical semaphore in snowdrifts gave me the impression that morse and W/T procedure had some very useful merits — and so at the 12-week stage I volunteered for the first and last time — to become a 'Sparker'.



HMS Malaya — Type 36 or was it 48?

Once the training was over I was drafted to HMS *Malaya*, an old World War One battleship which to me a youngster seemed to spend a lot of time in and around Scapa Flow without seeming to achieve very much. Higher authority had, however, decided that we should do a complete swop with HMS *Valiant*. This took place at Devonport and after a modified workup — again at Scapa — we became part of the 3rd Battle

Squadron with HMS *Renown*, *Queen Elizabeth* and F.S. *Richelieu*. This squadron, together with the carrier HMS *Illustrious* then sailed for Trincomalee — the first major reinforcement to that part of the world since the disasters of 1942.



HMS Valiant — Type 48 and Type 59?

Operational sweeps ranging from bombardments of ports in Sumatra to looks around the Bay of Bengal followed, and this seemed to be the accepted pattern until the *Valiant* went into a newly arrived floating dock which took the weight but not the strain and promptly collapsed! This did the old ship's good looks no good at all and as a result I was drafted to the local Commcen. Here I met in force for the first time, WRNS and HO's. The first — charming; the second a slight disadvantage because being just about the only active service rating on the staff, the Chief formed me into a one-man OXP party with pierhead jumps being at a premium! Drafts to minesweepers just as they were sailing and landing parties almost as they landed became the accepted thing. It was variety to say the least and experience because about this time I passed for W/T 3 Lower (a war-time Killicks rate with a very modified course). PO Tel Bristow, lately Lieut Bristow of CND fame was my instructor and the Officer-in-Charge was Warrant Telegraphist Maitland (ex L1 of *Mercury*).

I came home to another combined Ops draft at Funtington near Chichester. Now that the war was over, this became one of the reception centres for mobile radio vans of all shapes and sizes. It was here that I achieved the matelot's ambition of having to go 'L & RA' in a Pub! It was too good to last though and an eagle-eyed Killjoy noticed that I had not done the accepted peacetime course for leading hand and subsequently dragged me away from my 'Brickwood Retreat' for my first visit to *Mercury* and a twelve week course.

Having passed the course, I joined HMS *Vengeance* (Lieut Pidgeon and CRS Turner were Boy Telegraphists on there), the SCO was Lieut Sommerville and the Warrant Telegraphist was Mr Walton. Economy cuts were in force even in those days and I was drafted first to HMS *Comus* then to HMS *Concord* at Hong Kong. This 2½ year

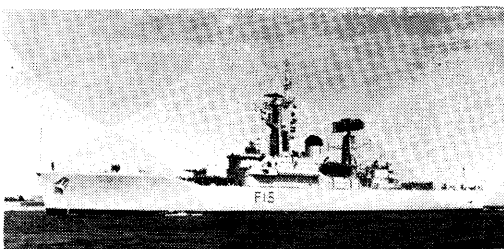
commission contained a bit of everything. On the bright side, summer cruises to Japan lasting about three months, visits to Shanghai, Nanking and most of the other Chinese ports, while on the serious side came the Yangtse incident, where we gave Lieut-Cdr Kerans and Telegraphist Jack French a bit of a hand to bring HMS *Amethyst* down river to freedom.

Back home for a PO Tels course, with Lieut Morton as my course officer, followed by two quick drafts to HMS *Battleaxe* and HMS *Agin-court* (SCO, Lieut Anson). We oscillated between the Arctic (CRS Ken Taylor was then on his Greenland expedition) and the Suez Canal (King Farouk was then on his way out). Next came Malta Commcen as POOW with Lord Mountbatten as Commander-in-Chief, Mediterranean and when Local Command Net put fear into the hearts of most of the Fleet's Sparkers! Trouble in the Suez Canal was again brewing up as I left and within two months I was back there again in HMS *Tyne* which became the headquarters ship for the eventual invasion of the Canal zone. There were almost 100 Communicators from the three armed Services onboard and yet we were still in three watches, long before the big day! We kept in touch with both the airborne troops and the Commandos pretty well considering the equipment and conditions that both ends had to work under and it was with mixed feelings that we had to clear the signal to them ordering them to stop the advance.

After the Suez Affair was all over, I came back to *Mercury* to 'O' Section as the AT instructor and where Lieut Freeman was O2. AT was still in its infancy then and was only beginning to become the force it is today. As I left the section for the first instructors' course under its then new title of RCI, Lieuts Walklett, Crandon and Sanders were the front row boffins of the class, but to save embarrassment I won't mention those who occupied the back row with me! I was rated CRS soon after the instructors' course finished and found myself on draft to HMS *Albion* almost before I had time to sew on my buttons. I'd heard a lot about carriers mainly from the 'sea shall not have them' brigade, but they were all false — due in many ways to a good staff. Lieut O'Brien and Sub-Lieut Fields were two of the RSs and excellent co-operation existed with the other half, led by CCY Freeman — need I say more. *Mercury* called once again, this time as the New Entry Regulating Chief. It was now 1961 and it's good to see now how those New Entries of nine years ago have progressed, some better than I expected, others not so good. It was a satisfying job but once again I was lucky with the instructors at that time which can be proved in so far as I can bring to mind at least six who are now Lieuts or Sub-Lieuts.

Malta called yet again, this time as the Regulating Chief in the Commcen. I dare not boast of

two commissions there without a mention of Miss Fitt. She was Malta Commcen! My books were not so up to date as hers always were, so if she



HMS Euryalus — ICS Standard Fit

has retired, I'm sure that all Communicators who have served in Malta Commcen will join me in wishing her a long, happy and well deserved retirement. HMS *Lion* followed Malta Commcen and then HMS *Euryalus*. This was an ideal final sea draft. We became part of the NATO Squadron after the workup with visits outside the normal RN ports, including Montreal for Expo 67. The foreign leg was an East of Suez cruise, including New Zealand which I'd always wanted to visit. Most people who have been to *Mercury* since January 1969 know the rest. As OOW I've watched you all come and go, ignoring remarks regarding 'stanchions', etc.

Sport has always been of particular interest to me, especially football. I've been lucky enough to represent the Royal Navy a couple of times as well as being Captain of the *Mercury* side. In fact I only hung my boots up after I'd broken my arm at Corradino in 1965 and a bone specialist made some rude remarks about my age! I have medals to show that *Mercury* has been quite a name in local soccer. Before I leave it would be nice if the present day soccer squad showed it can be done again. That's it then. There are many many names I wish I could have mentioned, but the President required a Pen Portrait, not a roll call! I haven't forgotten you, and who knows, the bad penny ditty may turn up correct one of these days!

(By the editor: Am very pleased to report that Miss Fitt was awarded the MBE in 1966 and still works in Malta Commcen.)

SIGNAL SCHOOL MESS by LRO(G) Leo Borrett

The time is drawing close to my draft to HMS *Andromeda* and the handing over of my Brown Card. Since taking over Mess President from LRO(T) Mick Richardson in January this year, we have just about managed to function through the bricks and dust of the massive redevelopment programme which the Signal School is going through at the present time. The *Mercury* Club



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is also undergoing a face lift with the new tavern bar at the far end of the club where the ITV room once stood, along with a new TV room, snooker room and a men-only bar. Easter's end of term dance went off well, the generous bar extension and very efficient bar service were much appreciated by all. I would also like to take this opportunity to thank the *Mercury* Club Secretary LRO Geordie Conway and Co. for their assistance in these functions.

Our new Automat is proving a financial success but still has its problems when used as a foreign coin exchange. I will now have to conclude this article as the hour of TOT is drawing nigh and I for one don't intend to dip out of a single drop before the GREAT RUM ROBBERY takes place on August the first.

TRAINING MATTERS

by the Staff Officer Ratings Training

Mention was made in the last edition of the need for junior rates to maintain their standards of practical skills. The examination for RO2 continues to reveal that some ratings are weak in these aspects. It must be remembered that the efficiency of communications in the Royal Navy depends very largely on the ability of the operators to send and receive messages quickly and accurately. In order to do this ratings must exercise skills frequently.

It is realised that CW morse is being used less and less operationally but there is a definite requirement for ratings to be proficient in morse reception and transmission for a number of years to come. It follows therefore that as the opportunities for ratings to use this skill operationally decrease, the more difficult it becomes to maintain standards. However, in order to be able to be efficient when required to operate a morse circuit, morse reception exercises must be carried out regularly.

For the more junior ratings, it is vitally important that they improve on the standards achieved in New Entry training so that they can pass the examination for RO2. A failure in practical skills means waiting three months before the examination can be taken again. This could also mean a delay in being rated RO2 with the consequent financial disadvantages. All communication ratings should remember how important these subjects are and in particular, senior rates must ensure that junior ratings are given every encouragement to carry out the necessary exercises.

INSTRUCTIONS CONCERNING THE ROUTINE FOR JOINING HMS 'MERCURY'

by Anon

OK — so your draft chit said that you have to join HMS *Mercury*. When you have stopped crying, throwing hysterics and banging your soft head against the wall, stop to consider:

1. It is the summer term.
2. *Mercury* has a swimming pool, club, golf course, nice boozer down the road, dance every Thursday and quite good accommodation.
3. A helpful, understanding, capable, well organised, humane and quite inspired RCC staff.

Take no notice of points 1 and 2. They mean nothing at all, and besides, have about as much truth in them as the average travel agency catalogue. But point 3, before you start the rounds of *Mercury*, you have to come to the RCC (Ratings Confusion Centre), so that you can legally join us. This is where the fun starts. To join us happy band of sparkers, you will be required to wander in the general direction of the Joining Section, where you will be confronted with no less a personage than your friend and mine LRO 'Windy' Gale. He will, very professionally, issue you with a joining card, which is full of little square boxes, crosses and ticks, which to the untrained eye is all very confusing. To the trained eye, it is all very amusing. Sitting, or rather, squatting beside Windy you will be amazed to find our Wren-in-charge of the Victualling Section. (Great fanfare of trumpets, bagpipes and dustbins) — Wren 'Bungy'/'Dai'/'Lyn' Williams. I'm sorry to have to say this, but you will just have to pluck up the guts and talk to her as she is the one who makes sure that you are 'in' for your bubbly and your food. She will make funny noises, put a dirty thumb-print on your joining card and say 'Humghroolah shaklien goo' ('Go to Section two').

At Section 2 (Employment), you will be employed for half an hour waiting for LRO 'Mac' McKenzie to finish his fag and his coffee, on completion of which he will turn a blind eye on you and ask 'Och! Wocht yee wornt, mon?', or something similar and equally meaningless, upon which you will tell him in as near in imitation you can get to his way out dialogue, that you have come to join the happy throng at HMS *Mercury* and wish to be detailed off with a daily employment. He will then, scowling, hobble off and make another cup of coffee, returning half an hour later, telling you that after half an hour of unbearable indecision he has decided to give you Buffers Working Party and have you got a fag?

So now you are joined, 'vittled' and employed. Now you want a mess to live in. You will have to go and see our bearded wonder on the Accommodation Section, RO2 'Mac' McNamara. If you are (G) he will put you in either Jackson or Inglefield block, if you are (T) he will put you in Kempenfelt block and if you are (W), he has got a nasty habit of sending you up to the Exped store and telling you to fend for yourself. Some people do, too!

If you have not been lucky enough to land yourself with a 'Brown Card' job, you will have to go into one of the coloured watches. For this you

go to Section 5, the Duty Watch Section. This is in the corner of the RCC where all you will at first notice is a mountain of sub/standoff/drip/reporting chits, special duty lists, Chinagraphs, pencils, pens, Submiss Boards and other equally irrelevant doings. Then after closer observation, you will notice a mop of ginger hair and pair of glasses moving around inside this muddle. Now you have about an hour to wait, because it is stand-easy and this is when everyone comes to him with their sob-stories about why they must have this coming week-end duty off because they have to get married, sometimes they even WANT to get married. They are usually met with something like — 'Hop it, you'll have to put it off for a week!', or the more usual, and much less eloquent retort — 'tough!' Once you have managed to attract his shattered attention, the telephone will start to ring and you will have a little longer to wait, because Ginge more than likely does not know what the hell the caller is calling about anyway and will be chasing about the office looking for someone who does know what is going on.

But let us, for the sake of argument, say that you have finally caught Ginger's attention and mention to him that you have come to be put into a watch, he will swear profoundly and pronounce you either 'Green', 'Yellow', 'Blue' or 'Red'. If he unaccountably looks you in the eye, trembles and goes red in the face and shouts 'Black', as he is sometimes given to doing, please, gently remind him that he must remain calm and that you thought you were 'yellow', in which case you will probably find yourself 'green', because someone has just left 'blue' to go 'brown' leaving him, for some weird and wonderful reason, one down in 'yellow'. With all this done you totter gladly on your way to collect your bedding, X-rays, inoculations, Divisional Officer's signature, Squadron Officer's signature, SSMP's signature, Librarian's signature and a couple of sore feet and then return your Joining Card to the RCC.

OK — so your draft chit said that you have to join HMS *Mercury*, now you can start crying, throwing hysterics and banging your soft head against the wall. One day I will tell you what you have to go through to get on draft.

PRESENTATION OF THE MOUNTBATTEN WIRELESS AWARD

by **Lieut-Comdr P. M. Fulton, RNR**

The 'Mountbatten Wireless Award' is presented annually to the RNR Wireless District making the most progress or maintaining the best standard in the previous year. This magnificent trophy was received on behalf of No 6 District (South Wales)



No 6 Wireless District RNR

Back row: Sub/Lieut K. Taylor, RNR, REM2 S. Liscombe, CRS T. Wharam, CRS D. Franklin, RO3 D. Thomas, RO3 G. Griffith, LRO F. Williams, RO2 R. Bond, RS R. Thomas, RS B. Francis, LRO K. Williams, LRO K. Roberts, Wren P. Bird, RO3 C. Brice, L/Wren P. Reece, Wren A. Holley, 3/L. Bray, WRNR. **Second row:** Wren M. Kirk, L/Wren S. Evans, Wren M. Dunk, PO Wren B. Reid, RO3 J. Webber, RO3 W. Davies, RS J. Davies, LRO J. Cuthbert, CY D. Morris, LRO B. Davies, RO3 J. Donovan, Wren J. Murray, L/Wren I. Amos, Lieut-Comdr W. G. Caie, RNR, Lieut-Comdr A. R. E. Jones, RNR. **Front row:** CRS R. Cannon, REM1 T. Owens, RO3 V. Lloyd, CRS C. Williams, RS J. Hutcheon, LRO C. James, PO RE J. Treharne, RO2 G. Williams, RO2 C. Abraham, Lieut-Comdr P. M. Fulton, RNR

by their Commanding Officer, from Admiral of the Fleet Earl Mountbatten of Burma at Atlantic College, St Donat's Castle, Llanwit Major situated between Cardiff and Swansea. About 110 members and their wives of No 6 Wireless District (Cardiff and Swansea) attended the presentation. Captain H. Lorton, VRD, RNR, Senior Officer Communications Branch, attended the presentation, also Lieut-Comdr M. Hosegood, RN, SCO to ACR, and CRS C. Tinkler, RN, attended as representatives of the Admiral Commanding Reserves.

Admiral Mountbatten spoke at great length about the ideas behind the inception of the award; the previous winners; the work carried out by the RNR Communicators; and also mentioned the projects on Programmed Learning carried out by No 6 Wireless District. St Donat's Castle provided a perfect setting for this grand occasion, and, although 'unlucky for some', Monday 13th saw the sun shining brightly to make this a memorable occasion for a particular group of Reserve Communicators — and a very proud day for one Chief Radio Supervisor, the District Instructor.

The award was made for the year 1969. No 6 Wireless District RNR ceased to be on January 1 this year due to the new organisation (mentioned by CRS C. Tinkler in the Spring edition of THE COMMUNICATOR). Swansea Communications Training Centre became the HQ of No 4 Communications Sub-area, under the command of Lieut-Comdr P. M. Fulton, VRD, RNR. The permanent staff Instructor is CRS R. H. Cannon, BEM. The Sub-area consists of Swansea, Cardiff

and Gloucester, with an overall strength of over 100 officers and ratings and wrens.

PRIZEWINNERS

The Commanding Officer, Lieut-Comdr P. M. Fulton, RNR receiving the Mountbatten wireless award from Admiral of the Fleet Earl Mountbatten on the behalf of No 6 Wireless District Communicators who appear in the photograph above. Captain H. Lorton VRD, RNR (SOCB) is on the left of the photograph.



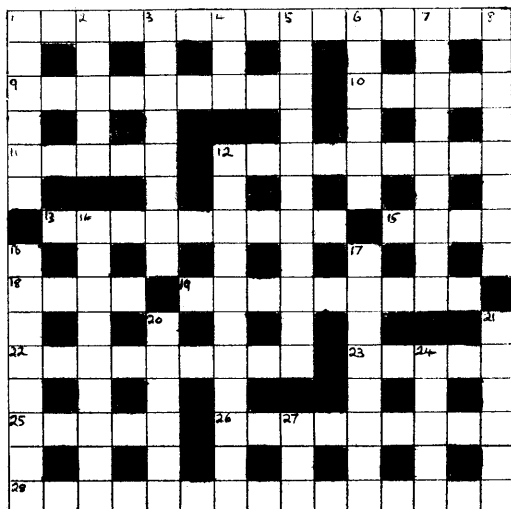
SUMMER CROSSWORD

Across:

1. & 10. When We Were Very Young this was at the zoo. (15, 5)
3. Tigger and 4 dn. take the biscuit! (9)
11. Accumulate a quantity. (5)
12. It is pompous to bring in a worker. (9)
13. Just as I tip up with alarm! (9)
15. 'No —, no riddle, no l'envoy; no salve in the mail, sir.' (Love's Labours Lost). (4)
18. Inside other areas it is excellent. (4)
19. Live in a pram, like in the first years. (9)
22. Such praise would result in even an ape crying. (9)
23. 24 dn. (anag.) (5)
25. Mouths it so a sound comes out. (5)
26. Set things to rights for compactness. (9)
28. Listen to me — have some margarine, do, Pooh! (15)

Down:

1. A token to show your intent. (6)
2. Godfather! — an animal! (5)
3. Should a hot stare change the resistance? (8)
4. The barn under observation may be sheltering a blue tit. (3)
5. Clap, and it comes as a substance. (11)
6. I advise against red hot contacts. (6)
7. Pain can rule again without care. (9)
8. The little prince in the ruined castle is like a phantom. (8)
12. The speaker to bury beyond? (11)
14. The late train made him pickled. (9)
16. Do parrots lack direction for the entrance? (4-4)
17. Give the dope a rest — let him have the set of pipes. (4-4)
20. 'He could not tell' — he was so unknowing. (6)
21. He wears it was a fish! (6)
24. 23 ac. (anag.) (5)
27. Stick the sheep back. (3)



by ANN JEWELL



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The Secretary, H.M. Forces Savings Committee,
Block B, Government Buildings, London Road,
Stanmore, Middlesex.

SHIP-SHORE NEWS

HMS ARGONAUT

by RO2s Gillespie and Teed

After many moons of being in Guzz dockyard, we eventually re-commissioned on May 30. Whilst in refit the ship's company lived in *Drake's* palatial huts and had a pleasant stroll through the snow to work on board daily. At long last we are beginning to get the smell of the sea and the prospect of a visit to Portland for a few weeks looms large. *Argonaut* is one of the Leanders part-taking in the Man Management Trial — a scheme which Communicators have used for many years in a modified form. The trial is yet in its infancy and we are approaching it with open minds, perhaps we shall be able to comment further in the next edition.

Next year we depart for sunnier climes and LOA. The Pompey natives in the staff are wondering why they don't get LOA whilst down here in the Far West! Congratulations to our Yeoman 'Nobby' Clarke on being rated Chiefie. We would also like to wish all the very best to Sub-Lieut Phillips, the outgoing SCO, in his new job at *Mercury*, and at the same time welcome Sub-Lieut Bates to the fold. LRO(G) D. 'Alfie' Newman has now retired to that vast wilderness of civil(ised) life.

Who said buntings are a dying race? The pictures show last commission's *Argonauts* entering Jakarta (the first ship to do so after Confrontation ended). International Code of Signals refer for the uninitiated.

(By the editor: VMT for slides but regret not suitable for reproduction).

ARK ROYAL

Mutual Radio Interference Trials

During Mutual Radio Interference trials, the only means of passing signal traffic will be light to Gilkicker Fort for restricted and below, and by boat for confidential and above. These trials last from 0800-1800 daily on April 28 and 29. Signals must be kept to a minimum during these trials.

(GM Timpson)

Lieut-Comdr, RN, SCO

Dist: Full

This memo brought forth . . .



BLAKE'S 'COOKS' TOUR

by CRS I. E. Barnes

We should of course begin with sincere apologies for not forwarding an article for the last COMMUNICATOR; we hang our heads in shame! Since our last contribution a lot of water has passed under our bridge. We bade sad farewells to our families and sweethearts in February and commenced our trip South. Our first port of call was Ascension Island followed by St Helena. Although there was little to offer in the 'run ashore' most of us ventured across in the boat and leapt up the slippery steps to see what the locals had to offer. Off St Helena we were asked to carry out a Ratt trial with Forest Moor/Whitehall W/T to prove the Ratt ship-shore at great distance and 22 MHz certainly allowed us right into UK without any trouble. We were later told that Whitehall Wireless even managed to print us using the aerial system above Old Admiralty Building and a B40 which we think is quite something. It certainly proves the efficiency of the UK Ratt ship-shore system. The broadcast behaved admirably and gave us very few problems all the way to Cape Town, once again Whitehall many thanks for the maximum co-operation afforded us.

Everyone thoroughly enjoyed the visit to Cape Town, we were pleasantly surprised and pleased to find we are still very welcome there. Communications-wise we made use of the morse ship-shore for telegrams and found the operators very very co-operative at Simonstown, thankfully we had no need to use your broadcast Simonstown which saved the CRS a blush or two. Our visit to Mauritius was thwarted by hurricane 'Louise' much to everyone's disappointment, we were all looking forward to a look around the Commcen and to meet 'Old Ships' however perhaps another time. By the way Mauritius, if you ever get as many telegrams sent by one ship over another Easter Bank Holiday let us know? After skirting the hurricane for a few days we embarked the Admiral and his staff from RFA *Stromness*; we made them very welcome as usual. We found that there were no extra sparkers to help cope with the extra work load, I wonder how this works out? Perhaps the Communicator at CND could give us the answer to that one? Why does FOFWF get four LRO/RO2 and FO2FEF none? Nevertheless with our normal efficiency we have coped admirably — my tongue is in my cheek — and all goes well at present.

After a long haul across the Indian Ocean and another broadcast chop, we started communicating with our Australian cousins. We were not terribly impressed with the conduct of the broadcast but it was fives all the way, we used their ship-shore systems a great deal and although different to ours — they still use the CW answering frequency of

ship-shore — we all agreed that it was a very efficient system and once we got the hang of it all was well. We were asked to carry out trials with the multi channelling of their broadcast to see if our gear was compatible, after a shaky start we did have success but I believe we may find that very careful aligning of receivers is most important. I must add that the CJK was not successful at all in this task and only one of our CJA's managed the job.

Our run ashore in Adelaide will be remembered by many for years and years to come. Just where did all the birds come from? If any of you lucky people reading this article ever go there you will be assured of a great welcome, just say you knew someone off the *Blake*! Once we left Adelaide we were all ready for the next important part of our visit to the Antipodes and that was the Captain Cook Bi-Centenary Celebration at Sydney. Sydney we all agreed is another splendid run ashore, the harbour is one of the most beautiful in the world, some say it may be better than Hong Kong but that is debateable. With the Royal Naval Squadron commanded by Rear-Admiral Lewin it was truly an impressive sight. We were very impressed by the appearance of the *Libertad*, the Argentinian sail training ship as it entered harbour in full sail, most of us I feel had a sneaking feeling that the UK too should have something like that to show off to the world. The Royal Family were very well received in Australia as the Press at home no doubt mentioned, whatever one says about the Aussies they are a very loyal bunch. We were all very proud to be part of the whole ceremony and will remember it for a long time to come.

As this article is being written we are sailing up the Great Barrier Reef in the footsteps so to speak of Captain James Cook. We have viewed the actual site where he was forced to beach HMS *Endeavour* in order to make repairs after his little mishap on the reef. From the oldest (not me) to the youngest I feel we have all thoroughly enjoyed this truly memorable trip and look forward with anticipation to what delights Singapore has to offer these days. The rest of our trips to do include Hong Kong North and South Japan (a visit to Expo 70) Korea and Okinawa. By the way if anyone still relaxing ashore somewhere is feeling a little envious just remember this, there are at least 40 communicators just waiting to give you the same opportunities as we have had, just get those Drafting Preference request forms filled in and volunteer, we recommission from November, you too can serve in the Mighty *Blake*.

HMS BULWARK

by M.M.

Bulwark arrived on the Far East Station in a flurry of activity being loaded with 42 Commando as we passed through the Malacca Straits. Our first assault followed soon after as we launched the Commando ashore in Borneo during exercise

'New Look'. Since then we have survived exercise 'Flying Fish' and are now in the midst of exercise 'Bersatu Padu'. 40 Commando, 847 and 848 are embarked which reduces the breathing space considerably. As I write we have UCNs BCNs TAC/LOGs MRLs Broadcasts, TCTs TADs TAPs HASs all gaily chattering, bleeping and bellowing away; surprisingly enough all fivers.

Our intrepid blueberry RO2 Jennings has just returned from guarding the beachhead while *Sir Galahad* unloaded — jungle greens are the fashion these days. Quite a number of the operators have experienced jungle warfare, among them: Essling, Sanders, Glover, Fitzgerald, Payne and, believe it or not, CRS Meldrum — they even managed to get the ASCO ashore for one day.

Life has not been all work, we have had two periods in the hands of Sembawang Shipyard during which we enjoyed the luxury of living in *Terror*. Since the new pay rise some of the single men have been wondering if they were getting their money's worth and have developed a new appreciation for shipborne life. Our visit to Kobe for Expo 70 has been the highlight of the commission so far. Most of us paid at least one visit and were all impressed by what we saw. Other impressions were also very evident — like the imprint of dainty footmarks along the centre of the spine. Following Kobe we had two weeks in Hong Kong, after which a rest and recreation period was so very obviously needed by many of us.

We have a six month refit coming up and then it's back this way again. Several of us will be time expired by then so if there are any true tars who want to be taken East of Suez to raise a thirst get your drafting request in early.

HMS DANAE

Motto: *Timeant Danaeas*
or: 'Beware the Golden Shower'

by CY RM Flint

Staff

SCO Sub-Lieut Flower

'T'	RO3 Buck
CY Flint	RO3 Sturgeon
LRO Barnard	RO3 Fogg
RO1 Third	RO3 Savna
RO2 Strickland	'G'
RO2 McCormick	RS Craig
RO2 Kinsella	LRO Askew
'W'	RO1 Thurlow
RS Howieson	RO1 Lett
LRO McTighe	RO2 Pepin
LRO Moore	RO2 Kennedy
RO2 Letley	RO2 Fearnley
RO2 Robinson	RO3 Woolley
RO2 Brown	RO3 McLaughan
RO3 Hart	

With the short refit behind us and the ship looking more like a half leader *Leander*, we feel the Summer edition should not go into print with-

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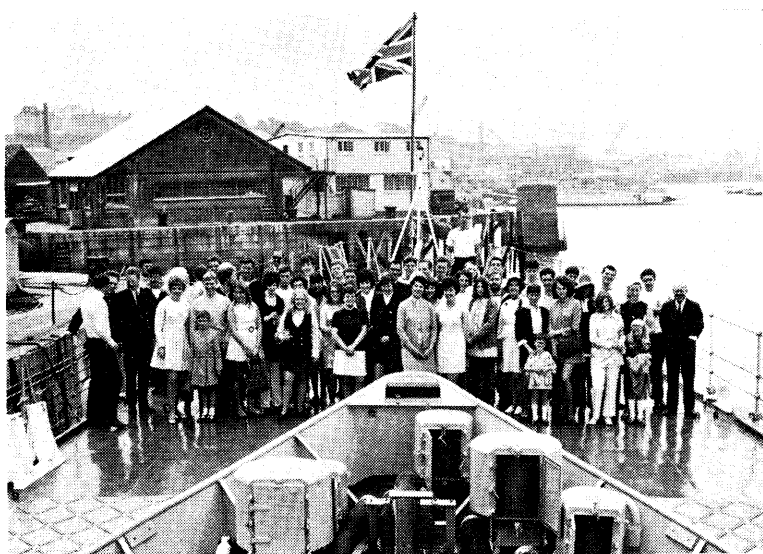
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NJ 7

A letter accompanying this photo stated: 'Please consider HMS "Eagle's" record well and truly broken with this photo of "Danae's" Communicators and 24 ladies and three young girls'. (By the editor: CY Flint and RO2 Letley each sent a copy of this photo)



out a mention from the *Danae* 'dank runners'. The 2nd commission began on March 5 last amidst the usual dockyard turmoil. Fair dues though, our programme wasn't delayed too much, and at the time of typing, the full commissioning ceremony has been duly carried out.

Worthy of a mention are the four members of our Comms staff who took part in a charity walk from Buckfastleigh to Tavistock by way of Dartmoor. They covered the distance of 21 miles in 5½ hours to be placed 4th out of 60 odd Service and civilian teams. Considering the 1st team home were PTIs and the 2nd and 3rd were Marine Commandos, our Communiwalkers did exceedingly well. £24 was raised by sponsors on or around the ship.

In a bid to 'black cat' *Eagle's* group photograph published in the Spring edition, and subsequently finance our Comms dept run ashore, we have enclosed a casual snap taken onboard during our recent visit to No 1 Wharf. (Ed., would you let us have the prize in cash please, as the Damager won't take any more cheques).

The Man Management Scheme has descended upon us, *Danae* being the fourth ship to be tried out on this new approach to Internal Ship Organisation. Enough said now for I'm sure there will be a special mention on this subject sooner or later. What the future holds remains a mystery, except that Portland is just around the corner and that should soon be resolved. That is all we have space for now but watch out for the Salty Sea Stories in the Christmas edition.

THE DARTMOUTH TRAINING SQUADRON

by CRS Elwyn Jones

The leader is *Scarborough* from July 1970, and

Tenby refits in Devonport while *Torquay* goes to Chatham, so the ships of the Autumn Cruise will be *Scarborough* and *Eastbourne* only. The DTS is a kind of 'sausage machine' job and the new phased commission/drafting system has in fact been in use in the Squadron for some time; but it has the benefit of being a predictable job where one can say exactly when one will be on leave. We are a NATO Squadron too, and we do a lot of weapon training and 'Passes' with NATO navies, besides such fringe benefits as 'Silver-tower', 'Autumn Colours', 'Gibex' and 'Forthex'. However, although the three cruises a year are packed with activity, we spend about 18 weeks a year in Devonport.

We thought it a good idea to contribute this year because within the space of about six months there is a change of Capt D, of SCO, CRS and CCY, not to mention all the other comings and goings. At the time of writing, the staff of *Tenby* has the RSOW, the commercial router and final checker of D watch Mauritius (1967/8); and the new CRS was at Mauritius too. The Squadron staff will thus be: CRS Cokes, RS Mitchel, CCY Houston, CCY Dunk, RS Barwick, CY Morris, CY Martin. The training CYs for cadet training are Giles, Gorton, Holingsworth and Carlton.

For the first time in over two years we have had a cruise around the UK this summer. *Torquay* went to London, *Scarborough* to Wallasey and *Tenby* went to Tenby. At Tenby there was a parade when the ship received the Freedom of the Borough before a large crowd of holiday-makers. It was a hot day in blue suits as the ship's company marched through the street, the cadet guard with bayonets fixed, to the music of the RM band; but their performance was well

RADIO OPERATORS

There will be a number of vacancies in the Composite Signals Organisation for experienced Radio Operators in 1971 and in subsequent years.

Specialist training courses lasting approximately 9 months according to the trainee's progress are held at intervals. Applications are now invited for the course starting in January 1971.

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Age 21	£848	per annum
22	£906	" "
23	£943	" "
24	£981	" "
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After successful completion of the course, operators will be paid on the Grade 1 scale:—

Age 21	£1,023	per annum
22	£1,087	" "
23	£1,150	" "
24	£1,214	" "
25 (highest age point)	£1,288	" "

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applauded by the crowd and it went down very well. It was a successful visit socially, too.

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SIGNAL TRAINING CENTRE DEVONPORT

Greetings from the West Country to all readers of THE COMMUNICATOR. It's all happening in Guzz so an article from this part of the world for the Summer edition will we hope enlighten those lucky people who pay their three bobs for the pleasure of knowing what goes on in the Communications world.

The Signal Training Centre, Devonport is at present situated in one of the old gun batteries in HMS *Drake*, however do not be misled, it is very modern and smart. for the future there is the prospect of another move to a completely new training wing within *Drake* in about 1975. For the historian it will be the seventh home of the signal school in Plymouth. The beginnings were in the dockyard and a section of the seamanship school in RNB but with the advent of wireless telegraphy more room was needed and the school moved to a site which is now the senior rates messes. In

1942 the signal school moved to Glenholt which had been a nudist camp before being taken over by the Admiralty. The next move was to the RN Camp at Vicarage Road, St Budeaux — a collection of Nissen huts built for the US forces. In 1954 the school moved again to a site on St Budeaux hill which housed the RN Detention Quarters and later the boys' training establishment HMS *Impregnable* and which became known as RN Camp St Budeaux. The latest move to our present home in HMS *Drake* took place early 1966.

Survivor of the Hood

The Officer-in-Charge is Lieut A. E. P. Briggs who, as Ord Signalman Briggs, was one of the two survivors of the sinking of HMS *Hood* in 1941, and who has now developed a liking for some of the West Country habits. Sub-Lieut Shotton is the very able training officer. The following are working at terrific pressure coping with the instructional and day-to-day running of the STC:

Chief Communication Yeomen Smith, Lisle, Johnson, Verney and Highton.

Chief Radio Supervisors Parkes, Morris, Tyler, Hall, Ashcroft and McCooey (W).

Communication Yeomen Bassett, Pritchard and Wood.



COMMUNICATORS OF THE IMPERIAL IRANIAN NAVY

Back row 1 to r: CRS Parkes, PO2 Shahrestanaki, CPO Bahraini, WO Mahmoudi, PO2 Sanaiefard, PO2 Lotfulam, PO1 Taghipour, CCY Lisle, CPO Nikfard, PO1 Safari, PO2 Sohaylian, CCY Vermey, PO2 Nazari. Front row 1 to r: PO2 Eman, PO2 Sedaghat, Lieut Briggs, Sub-Lieut Shotton, PO2 Ranjbar and PO2 Khandani. (Absent CPO Raisie)

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LRO(G) Pearson and RO1(T) Langdon.

CRE Duffy who takes care of the technical equipment side and PO Wren Ward who has a vested interest in the WRNS classes.

Before cries of 'Draft chit' rend the air let me say here and now that practically all have got drafts shortly to the crinkly stuff and we wish them the best of luck in their new ships and hope they have had a pleasant stay in the West Country.

Task of the Signal Training Centre

This is to provide continuation and refresher training for ships and authorities in the Plymouth area. Additionally the STC caters for RNR and WRNR personnel and foreign navies. The Imperial Iranian Navy is now a well established part of the scene in HMS *Drake* as our photograph shows.

Of particular interest to the STC is the RO2 and we take this opportunity of raising a few points regarding their course which have arisen since the introduction of the revised training pattern in DCI 857/69 and subsequently in RNCP 15 — Communication Training Manual. SCOs of ships visiting Plymouth can expect to receive a letter giving details of the courses run by the STC and it is worthy of mention that the increase in the number of ships refitting in Devonport has meant a corresponding increase in the number of candidates for the RO2 course. It is imperative for aspiring RO2s to be up-to-scratch with their practical exercises otherwise failure in one of these means a three month waiting period before the examination can be taken again. For (G) types the TTX requirement is now 35/96 and a further reminder is that they require, and in fact receive, approximately twice as many sessions of AT than their counterparts in the (T) and (W) sub specialisations. In fact the latter's sessions deal with message handling (GCI to the uninitiated). In RNCP 15 Table 210 (AT and Message Handling) a symbol against (T) and (W) implies that they will do a special course at *Mercury* before being sent to shore Commcens, etc.

RNR and WRNR

During the Spring term better liaison was established with the RNR when instructors from the STC visited RNR headquarters and communication training centres throughout the UK. The visits were welcomed and the centres were particularly pleased with the revised and reprinted syllabuses of all the RNR and WRNR courses available at the STC Devonport.

Visitors

The STC has received numerous VIPs recently, notably the Captain of HMS *Mercury* (Capt Sir Peter Anson, Bt but now CNFG designate) and the Training Commander, HMS *Mercury*, Cmdr M. Freeman. The photograph of them was



VISIT OF CAPTAIN SIGNAL SCHOOL

From left to right: Sub-Lieut Shotton, Training Officer, Lieut Briggs, Officer-in-Charge, STC, Captain Sir Peter Anson, Bt (CNFG designate) and the Training Commander, HMS 'Mercury', Commander M. Freeman

taken in the foyer beneath the bronze figure of 'Mercury' which was presented to the RNB in December 1958 when the signal school in Devonport closed down and assumed the role of an STC. Also in the photo are the officer-in-charge, Lieut Briggs and training officer, Sub-Lieut Shotton.

In a lighter vein Russ Conway started a comeback campaign with a visit to the STC where he recalled he trained as a signaller in the signal school St Budeaux in 1942. A photo of Russ Conway and PO Wren Ward is shown in the WRNS page.

Mayflower Year

It is not surprising since this is 'Mayflower Year' that the STC would be involved in some way and we shall be manning a stand for the period July 25 to August 22. An exhibition hall has been specially built in Central Park, Plymouth and a nautical exhibition will be held during this period. The exhibits range from a relic in the shape of a pair of mechanical semaphore arms to an ultra-modern Skynet set-up. *Mercury* has kindly lent most of the exhibits, our thanks also to the *Mercury* at section teleprinter picture artists. Some of the exhibits will be transferred to the drill shed in HMS *Drake* for Navy Days on August 29/30.

To all those at sea dreaming of drafts to the West Country if and when your draft comes through and it is PAC (Plymouth Area Communications) you will be administered by MHQ Mount Wise. Your job therefore will be at Mount Wise or in the area. A few will be 'loaned' to the STC to boost the very small staff. Whatever your draft we wish you the best of luck from Oggie Land.

HMS EAGLE

by Jan C

'Hookey', he says; I said, 'Yes Pots'. He says 'Write an article for THE COMMUNICATOR'. 'What! I says, 'for THE COMMUNICATOR, what's that?' He says 'Stop . . . and get on with it'. Well, being the third cousin twice removed of Sir Nigel Blabber Mouth, the famous expert on farm manure and writer, I knew I couldn't do it without a good think of what I must include in the article. For instance, I could mention that the *Eagle* is now in Dockyard hands and is well and truly into the DED. Everyone is now getting expediting time in, someone did say that we would be getting some painting done when the organisation of shooting, swimming, football and cricket comes to an end. Mentioning football, anyone down Bodmin (Cornwall) on July 3 will see the spectacle of the *Eagle* Comms three-footed football team versus the ladies of the 'Drum Major', a Public House of the Pub Variety. Should be a good run as Jan 'C' is organising it.

The only bind with big ships is we have half old commission Comms and half new, which, of course, can prove sometimes a source of entertainment. We are saying goodbye soon to the SCO (Lieut Comdr Ellis) and welcoming his relief Lieut Comdr Goring. We have a new SCO2 (Lieut Reed) and have just taken into the fold Lieut Howard, who has become SCO3. CCY Clements is being relieved by CCY Davies, in fact they are just swopping around, one coming from BRNC and the other going to BRNC, and of course CCY Clements will have the Prince to instruct and says, 'I shall treat him like I have always treated trainees and invite him up to tea at the first opportunity'. CRS Marks, whom we all feel sorry to see go, is being relieved by CRS Parker (who is coming from the wilds of RNR Leicester, would you believe?). RO3 Jam Strangler has gone without relief, having finally sorted out Captain Treacher's RA money. I think it only remains for us to say cheerio to the old and hello to the new and the BEST OF BRITISH. We hope next time to have some better news for you.

RO2(G) J. A. M. STRANGLER,
COMMEN. WHITEHALL.

My dearest Felicity.

I'm sorry this letter is a little late my love, but I only left the *Eagle* in March, and instead of giving me that General Service Leave they owed me, the Captain asked me if I'd like to take over the wireless station at the RNDQ place in Portsmouth. That stands for Royal Navy Director Qualifying and is very hush hush (I couldn't even write to you).

Anyway on passing my course down there, they've asked me to come up and take over the Royal Navy's primary relay station after the unfortunate illness of Lt-Cdr Dawson and because

he was a bit senior to me, they've made me an RO2(G) you'll notice, which stands for "Radio Officer Second in Command to the General Staff". I'm very ably helped by Lieut Cobb whom I let do all the day work whilst I concentrate on keeping an eye on the watchkeeping. I've just brought in a new watchkeeping system actually, so the lads now do a 48 on 24 off then 48 on 72 off. I'm only having it for a trial period though, as a lot of my lads who live out of town are dripping.

I'm sorry I can't have you down here with me my sweet but I have to live L and RA which means that I have to sling a hammock at the Local River Association's Headquarters and I don't get very much time off anyway chasing these DOs up. I shall have to finish now love as we have an Admiral coming round this month and I'm getting the lads to clean up the place. I am wielding a scrubber (no love not that sort of scrubber) myself as it does the lads' morale good to see the boss pitching in as well. Actually this Admiral who's doing the inspection is an old friend of mine, his name is Fred Lawson and he awarded me with 14 number nines a few years ago (that's like fourteen days off for exceptional conduct). Well love, I suppose I'll just have to go and chase up a few more people to get this place up to scratch.

Lots of love,

DAVID.

(Editorial. I was wondering where old JAM had got to!)



MAXIMUM MICROMINIATURISATION

(or the receivers you cannot even see?)

Nostalgic memories for some, frank disbelief by the younger ratings, as HMS *Eagle's* radio operators moved into HMS *Centaur* during *Eagle's* current docking. *Centaur's* old LRR was opened up as the Communication Regulating Office and the picture shows the Training Supervisor, RS(W) Bateman, lining up (left to right) JROs Barrett and Smith, ROs Athur, Vaughan, Jameson and Richmond and JRO Carson, at a bank of receiver bays as used by the old navy.

GIBRALTAR COMMCENTRE

by CRS R. Hill

Greetings from the land of sunshine, Levanters and strong Easterlies. We have said Adios to RSs Cahill and Day, PO Wrens Birchall and Norman, welcome to RSs Sterne and Baxter and PO Wrens Hadley and Cockburn. CCY Soden now has the worries of FOST and CCY Murrell is sitting very firmly in the Reg Chief's chair. Awaiting flight dates to Gib are RSs Hood and Monger, with RSs Rood and Matthews quietly counting the crates in the store.

What with 'Gibex' behind us, 'Night Patrol' ahead and 'Wintex' in the pipeline we are kept reasonably busy. To offset exercises the Shooting County Fair Competition took place and produced a few surprises—RO2 Kelly topping the poll with a grand 79 closely followed by the CRS and LRO Downey with 76. On the Wrens' side Wren Feeny shook us all with a total of 56, with Wrens Hayter and Bundy following up. Even 3/0 Roscoe 'had a go' with a total of 41. (Do we now call her Annie Oakley?). Next thing on the agenda is the swimming gala with HMS *Dundas* filling the gaps in the Commcentre. What a boon it has been to have a staff available with enthusiastic support — our grateful thanks to Lieut Blount. RS Jones and Co. Our other thanks too to RS Flynn and his band from the OXP party, who kept the submarine comms going during 'Gibex'.

Now — about Gibraltar. For all the times the author has been to Gibraltar in the past — it is not until one is actually drafted here that the beaches and amenities become known. Forget the usual nightly run up Main Street, Harry's Bar, Father Henry's, etc. and have a make-and-mend and catch a 6d bus ride — Easterly to Eastern beach, Catalan Bay or Sandy Bay — Westerly to Rosia Bay, Camp Bay, Little Bay and eventually the Nuffield Pool — surprise, surprise real beaches and full bars and amenities. For the benefit of new draftees who are awaiting flights to Gibraltar — private accommodation is very hard to come by, prices are high, and waiting lists for quarters approximately 4/5 months, so come out and have a shuffy first before deciding your actions.

Finally talking shop — if you happen to hear GYU4/GYU5 on ship-shore please don't be surprised — we are participating in Navcomex 99 twice a month and although primarily listening for our Nato friends we have no hesitation in ZOE'ing, in particular the RFAs who give us the QRA IMI. I hope that clears that one up. If you are leaving the UK bound for Gib and/or South don't forget we have a broadcast and nothing to stop you chopping — HMS *Hampshire* shook the CRS rigid when she blithely sailed into Grand Harbour still copying B41G. Well done, Danny! The DTS also have it thoroughly weighed off, thanks to Elwen Jones, LCN — extremely good

range at night especially from the South — if you have RATT use it — saves a lot of tape cutting so QJB4 please. MMxs daily on LCB at 0900A with Gibraltar Gold Star Award still awaiting the good morse reader at 1045A on Fridays—two winners only so far — HMS *Decoy* and HNLMS *Vannes* — if you own a Gold Star certificate you can say with all sincerity — YOU CAN READ MORSE. Saludos Amigos.

FLAG OFFICER SECOND IN COMMAND, FAR EAST FLEET

by CRS M. J. Matthews

The beginning of March saw the staff on the move once again. The Admiral, accompanied by the Flag Lieutenant, flew to the western extremities of the Far East Station, and after brief visits to Nairobi and Mombasa embarked in the *Stromness* and sailed to join other RN units on Beira patrol. During the following week they visited *Phoebe*, *Rothersey* and *Ennerdale* in the patrol area.

Meanwhile the remainder of the staff, with the exception of the staff SCO (who was acting as PR man for the Australian visits) were preparing for a flight that would take us across the Indian Ocean to Mauritius to join the new flagship *Blake*. Air Support Command of the Far East Air Force laid on a Hercules aircraft for the trip which, although a bit austere when compared with air trooping 'VC tenderness' got the staff and four tons of office equipment safely to Mauritius. Here the majority of the staff moved into HMS *Mauritius* (the staff CPO's being victualled ashore in an hotel) to await the arrival of *Blake* from Capetown.

Mauritius lies in the cyclone belt of the Indian Ocean and our arrival there coincided with the presence of three of these meteorological nuisances in the area. The first one moved well clear of the Island, but as the hours passed it became more and more obvious that 'Louise' the second cyclone, was going to make her presence felt and *Blake* would be unable to use Port Louis harbour. After a hasty meeting it was decided that we should embark in the *Stromness*, who had only just arrived in port from Beira, and sail to rendezvous with *Blake* in the South Indian Ocean.

The following three days (Easter weekend) will remain an experience that most of us will never forget (for one reason or another!). As soon as *Stromness* had cleared the lee of Mauritius we realised that 'Louise' was to be no lady. At its height the wind speed was estimated to be 110 knots — at 90 knots the anemometer was torn from its fitting on the mast never to be seen again. Visibility was down to nil for most of the time. However as *Stromness* passed through the eye of the cyclone visibility cleared enough to show 60 foot 'razor backed' waves which could only be described as 'awe inspiring'. All at sea that weekend certainly earned their 'X factor'!



COMMUNICATIONS STAFF, FO2FEF, 1969/70

Taken onboard HMS 'Fife', Pulau Tioman, Malaysia, during exercise Bersatu Padu. Front row, left to right: CRS Matthews, Lieut Hunter (Flag Lieut), Rear-Admiral T. T. Lewin, MVO, DSC (FO2FEF), Lieut-Comdr Lorimer (SCO), CCY Tyrre. Back row: LRO(G) Seago, RO2(T) Harris, LRO(T) Lynch, RS Armitage, CRS(W) Bailie, RO2(T) Berry, RO2(T) Brounger, RO2(T) Greatrex

Meanwhile *Blake* had kept well to the South and out of the way of the bad weather. The staff transfer was effected during a RAS(S) with *Stromness* and soon we were settled into the Navy's first helicopter cruiser and the new flagship of the Far East Fleet. Our reason for being back down in southern latitudes was to lead the RN squadron for the Australian Cook Bi-Centenary celebrations. The squadron, consisting of *Blake*, *Euryalus* (D3FE), *Plymouth*, *Whitby*, *Stromness* and *Olmeda*, were to pay visits to several ports around Australia before arriving at Sydney for the climax of the celebrations. After a brief stop-over near Albany to 'wash and brush-up' and collect mail, *Blake*, *Euryalus* and *Plymouth* set course across the Australian Bight for their visits to South Australia. *Blake* and *Plymouth* were to visit Adelaide, capital of South Australia, whilst *Euryalus* went to Port Lincoln and Whyalla. Our arrival at Port Adelaide was witnessed by a good crowd of the local populace, and it was evident that the staff CRS's electronic lasso had been at work again, several of the spectators being local radio Hams. Later that day he, the staff CRS(W), and the ship's CRS were to be seen travelling away to see the sights in a car sporting a mini AWF. Meanwhile the

staff CCY had shot through to Sydney having decided that the bright lights had more to offer for a week's station leave!

The next week was filled with visits to, amongst other places, the wild life sanctuary (where most of us came face to face with our first Koala), the famous Barrosa valley vineyards (where wine tasting was the order of the day) or the Heights of Mount Lofty to admire the panorama of Adelaide and its environs.

For those wishing to meet the opposite sex there was always the popular 'Dial a Sailor' service which kept exchanges ashore and onboard extremely busy during the stay. A ships company dance was held in a hall close by the ship and the CPOs of both ships held a combined cocktail party at which they were able to return some of the hospitality they were enjoying ashore. One of those who took this occasion to meet some old RN friends was Doug Firstbrook (Ex CY and communications officer No 6 Wireless District RNR). Doug is now well settled in as a new Australian and is also a member of the RANR at HMAS *Encounter* where he holds the post of communications officer. He sends his regards to all RN and RNR friends and extends an invitation to look him

up when any arrive in South Australia.

Pride of place of our Adelaide visit must however go to the seaday held on our last day there — believed to have been the first ever held by RN ships in Australian waters. *Blake* and *Plymouth* embarked some 400 civilian guests and took them to sea for a six-hour demonstration of some of the Navy's capabilities. As well as being given the run of both ships they were treated to demonstrations of ship handling, manoeuvres, helicopter operating and personnel transfers. On top of this the visitors were treated to a good selection of food laid out in the ships' dining halls. The weather was kind, the programme of events well presented and no praise can surely be offered better than that given by one Australian youngster who was heard to say to his father 'I knew it would be fabulous Dad, but this is even better'. Well done *Blake* and *Plymouth*.

Blake's next visit was just down the coast a few miles to the seaside resort of Glenelg. Here she was to spend 24 hours anchored in Holdfast Bay to act as guardship for the city's regatta. It is of interest to note that the last visit by an RN ship was way back in 1920 when HMS *Hood* paid a visit to the area. Our arrival off Glenelg coincided with a marked deterioration in the weather and by late evening all boat routines had been suspended. Those ashore had to spend the night where they could and the police station and church hall were filled to capacity with stranded sailors. Fortunately the weather moderated the next day and the regatta was sailed on schedule. After a brief stop-over in the Jervis Bay exercise area for *Euryalus's* sea inspection *Blake* sailed for Sydney and the climax of the Cook Bi-Centenary year. As *Blake* berthed alongside in Garden Island dockyard she joined ships of several navies who were representing their countries at the celebrations. Included were ships from Holland, Portugal, France, New Zealand and the United States of America. However the ships that captured the public's imagination were three sailing ships, *Esmerelda* (Chile), *Libertad* (Argentina) and *Dewatji* (Indonesia). These ships shared pride of place at Circular Quay with the Royal Yacht *Britannia* and were the centre of attraction for the whole week.

Her Majesty The Queen accompanied by the Duke of Edinburgh and Princess Anne were coming to the end of their tour of Australia and New Zealand. On her arrival in Sydney Her Majesty made to FO2FEF what must be counted amongst the most rare signals originated these days.

'From: The Lord High Admiral

To: FO2FEF

I would be grateful if you would continue to exercise command of ships of the Far East Squadron in Sydney.

Elizabeth, R.'

April 29, 200 years to the day that Captain Cook

set foot ashore in Botany Bay, saw the Royal Party afloat in *Britannia*. Amongst Her Majesty's distinguished guests for the trip to Botany Bay was FO2FEF. The trip down Sydney harbour was undertaken with an official escort of the Australian frigate *Stuart* and an unofficial escort of hundreds of power and sailing craft. Thousands of people lined the harbour side to watch the Royal Yacht move majestically towards the Heads and down to Botany Bay, where the Royal Party watched an enactment of Captain Cook's landing there centuries ago.

Later that day the Royal Yacht returned to anchor in the shadow of the harbour bridge for the evening's displays that were to bring the Cook Bi-Centennial year to an end. The highlight of the evening's events was an illuminated boat float display around the harbour, led by two water floats, and including craft of every shape and size, followed by a giant fireworks display. In front of thousands of spectators, both ashore and afloat, the harbour resounded with the bangs of the fireworks as they sent cascades of colour earthwards lighting a scene Captain Cook could never have dreamt of. Thus Australia prepared itself for another century of civilisation!

As *Blake* had to leave Sydney ahead of the frigates, the flag and staff were transferred to *Euryalus/Olmeda*. However, *Olmeda's* sailing was thwarted by a tugmen's strike and those ratings embarked were hastily shifted to the frigates for a 24 hour dash up to Brisbane where they were to transfer to *Stromness* for the passage to Singapore. As the RN squadron, accompanied by HMAS *Parramatta*, left Sydney they steamed under the famous 'coathanger' up around Cockatoo Island and back under the bridge before heading the open sea. During the passage up the Great Barrier reef a number of exercises, Navcomex's and ship visits were undertaken by the staff. The Admiral took time off to pay a flying visit to Cooktown (he landed in the main street in a Wasp helicopter) and also to land on Possession Island, both important landmarks in the saga of Cook's travels in this part of the world. The Flag Lieutenant and Staff CRS ran an inter ship quiz in which *Parramatta* finished up claiming the title 'Brain of the Far East Fleet', held previously by *London*. The Staff CRS and CRS(W) also found time to monitor the world's news and produce a copy of the *Stromness Times* for breakfast reading material.

On arrival in Singapore it became apparent that *Blake* would be unable to take part in our next big exercise — 'Bersatu Padu' — so it fell to *Fife* to become the next flagship and once more we were on the move. Enough has been written in the press about this exercise. Suffice to say that in addition to the RN units taking part, we had 11 ships of the Royal Australian Navy, headed by their flagship HMAS *Melbourne*, flying the flag of COMAUSFLT, as well as ships from the

Malaysian and New Zealand navies. On completion of 'Bersatu Padu' the staff should return to *Blake* and sail for northern waters taking in Hong Kong, Subic and Japanese ports. Visits to Expo 70 are top of everyone's list of 'musts', including the Staff CRS who has spoken to their Ham station several times. By the time this appears in print the writer will be packing his bags and getting ready to turn over to his relief, CRS Banwell (Ex Mercury). The Staff CCY will have been relieved by CCY Duncan (Ex RNR Dundee) and the Staff CRS(W) will be looking forward to welcoming CRS(W) Mortimer to the fold. We wish them all good luck in their new jobs and hope they enjoy themselves as much as we have done. Gazing into the crystal ball it appears that they will have more exercises, more flagshifts, a few jollies and 'run-down' to cope with! Other staff changes are A/RS Armitage and RO2(T) Harris to UK. Welcome to their reliefs and Adieu from me.

HMS HARDY

by a reluctant Bunting

Here was I dreaming of how there was no Portland Squadron, and what a first rate barrack stanchion I would make when suddenly the boss decided it was my turn for glory. So here I am trying to tell you what a wonderful time we're having, how easy the work is, how to keep out of the Yeoman's way when he is after a working hand, etc. All this before tot time. I'm afraid I must lie down and rest. I am now much refreshed (HIC). Well here we are again trolling the wastes of the mighty North Sea (Yorkshire's own), quite a lot has happened to the old *Hardy* since Crimbo, to those who know the comms staff realise most of it has been a long hard grind, with a few odd runs thrown in to keep the *Hardy* Heaps in drinking trim. In early spring the fair port of Bristol was honoured with our company, those who have been there will know what an enjoyable place it can be. We had a good arrangement with the Bristol Police, many of whom are ex-Andrew, they would direct our tired footsteps back to the ship while we changed steaming boots for them.

After a well earned Easter leave we visited Rouen for the VE day celebrations. Of course we included some of our own, rounded off by a run in Paris. All the sights (*Hardy* Comms included) were seen, all our money spent. Four weary but extremely merry Communicators were seen wandering along the Rouen Turnpike at 03 dubs one Sunday morning, the appropriate notes of protest were delivered to the British Consul on Monday morning. I will not bore you with stories of 'Casexs' and 'RASs', this is our daily bread and marg, anyway you stanchions all over the world would only start to sweat and tremble. What I will include is a short resumé on our visits to Hamburg, Narvik and Gravdal. Hamburg, there the football team really distinguished themselves in the bar after the game, 420 shorts of corn

whisky were forcibly thrown down 11 teetotal throats. Such courage (no Jan, not beer). It was a Squadron visit so we were graced with the company of *Undaunted* (Capt D 2nd Frigate Squadron), *Ulster*, *Grenville*, *Duncan*, *Otus* (Deeps) and *Black Ranger*. The newest and most modern in our fighting Navy . . . With exercises all the way there and back the *Hardy*/Portland smile was slightly tarnished. The Squadron left us in Harwich, we had slight snags with our propeller so we didn't sail for Narvik on time. Norway in summer is very beautiful and the sparkers (all five of them) were out in force getting bronzed, leaving the greenies to run riot in the BWO, but bunts of course said now't. Every half an hour I checked how many flags were being used. Yes I've never seen so many Arfur Tot flags (he's flags king by the way). Apart from message handling, one of my many jobs was to put out deck chairs and clip the cruise tickets of the sparkers, greenies, etc, good EVT stuff.

The reason for the jolly above the Arctic Circle was the 25th Anniversary of Norwegian Liberation and the 30th Anniversary of the two Battles of Narvik. With us was FONFT (who along with our Cox'n is an old Desert Rat). The seventh *Hardy* was flotilla leader at the first battle of Narvik and the first VC of WW II was won by her CO Captain Warburton-Lee. A short stop was made at Balangan to lay wreaths at the graves of *Hardy* officers and men who lost their lives fighting off a superior force of destroyers. Narvik was a quiet run and except for Midsommers Day, when the whole population went mad, nothing happened. The only thing really worth mentioning is the Midnight Sun. Imagine sailors going bronzing at 0330, it's not human. Still not many matelots are! Our last call was at Gravdal, the Sin City of the Lofoten Islands, pop 2,500 and several goats and cows. There we presented crests of all the ships that took part in the two Battles of Narvik to the hospital, as usual the wardroom smoothed (I think that's the correct term) in with the local beauties, leaving the one bar/restaurant in the islands to us. Even so, an enjoyable time was had by all who could find crampoms and ice picks to fit.

Since the last time we had our name in THE COMMUNICATOR, our department of 11 (T&G) has seen some changes. To Civvy Street has gone LRO(G) George Middleditch mainstay of the ship's football team and main contender for the golden blanket. To the tender mercies of a CY's course went LRO(T) Nobby 'Rabbi' Clarke. Best of luck to both of them. The two additions are RO1(G) Dave 'Fair Do's' Swinford and LRO(T) Jeff 'The Navie said' Hone. Except for RO3(G) 'Shiner' Wright who is now languishing in Haslar and RO3(G) Ray Houghton (whom we rabbitted from the *Exmouth*) the same old faces rise each

morning and cheerfully hurl abuse at each other. Leading the 'G's' we have RS 'Tug' 'Want a hair-cut' Willson, followed not too closely by RO2(G) Stripey Torrens, RO2(G) Chester Gaulton and RO2(G) Watches Pritchard. The 'T's soldier on with RO1(T) Louis 'Leave my lamps alone' Pierre, RO2(T) Jim 'Oggie' O'Kelly, RO3(T) Tiny 'I should have been a stoker' Carr and RO3(T) Allan 'Home rule for Yorkshire' Easter. How we won the Portland Squadron Comms' Trophy I'll never know, must have been our turn. No doubt we'll see your happy faces at Portland in the next year, till then all the best from us on the *Hardy* and our local is the Breakwater Hotel. See you there.

Heard on the bridge . . .

Signalman: 'Where is the Eddystone Light-house?'

Reply from Bunts: 'Number sixteen in the charts sir'. (No wonder we won the Comms Trophy).

HMS HECLA

by Anon

Regards to you all you shore side Communicators from the Survey Navy. We also bid hello to you Grey Funnel Line (and no sea time) Communicators as well. *Hecla* commissioned in January and all remarked on the superior accommodation. After five weeks in the Arctic, with only three days ashore, in Bodø Norway, we knew they had flannelled us once again. Since that first survey we have embarked on another 25 days at sea with a five day visit to Londonderry on June 25 as a consolation prize. More of these delights are yet to come. After a further 17 days out the 'oggin we have the opportunity of a lifetime, three days in — wait for it — glorious Greenock. However, all the staff are looking forward to their seven days' leave in August, not to mention the one or two who are looking even further than August and hoping CND won't forget them. 1971 should, however, bring less drips and some decent weather if we ever manage to reach the West Indies.

The staff consists of:

RS Pete McKenna (ex-NE Section *Mercury*), LRO(G) 'Pat' Garrett (read further on), LRO(T) John Crane (ex-Drafting Section *Mercury*), RO1(G) 'George' Pringle (read even further on), RO2(G) 'Skinhead' Lewis (ex-*Defender*), RO3(G) (Just) 'Junes' 'I want to buy myself out' Morley (ex-NE *Mercury*).

The RS was informed, like the rest of the staff, that surveying would be the quietest number he would ever get. Now he looks with envy at every Grey Funnel Line frigate we see. (In harbour, that is, since we never seem to see them at sea.) The LRO(G) was surprised he couldn't go ashore every night (ex-*Manxman*). The RO1(G) (ex-Communications Adviser the Western Fleet Technical Staff — WOW!!!), would like those concerned to know that he has retired and is back in three watches.

The present commission should end (what a grand thought) early 1972 and all those people with a sick sense of humour (and/or half mad) should get their requests to volunteer in early, so as not to be disappointed.

A message from the staff before I close:

'Mirror, mirror on the ceiling,
Why do I get a sickened feeling?
Survey Navy have sailed again,
For 9½ days out of 10 . . .'

(by editor — see back of cover page)

HMS INTREPID

by DKC

Contrary to unfounded rumours that Jago's Mansion would collapse when the *Intrepid* stanchions were removed, we have made it, for the second time, to the Portland area. Nothing too strenuous, of course, a day during our sea trials and now a two-week work-up. We say 'Cheerio' to our ASCO, Lieut Ken Reith, affectionately known as 'Keith Reith from Leith' who has headed back up North — stand-by Lossiemouth!! And also to CCY Terry (Snoz) Hankey who takes over from Ted Urry on the Second Sea Lord's liaison team in August. All the best.

Now it's 'Hello' time. The new ASCO is Lieut Chris Walklett, formerly Uber-Leutnant Kranji, and CCY is now Roy Galloway. Anyone about to join should take a course in Swahili as Roy takes to the lingo when sad, having recently returned from RN training team Kenya. The sighs of relief in our last report about the Pongoes joining have now turned to sighs of woe, but it's not too bad — they are learning slowly. If only they'd learn our Queen's English and start referring to decks, messes and bulkheads instead of floors, barrack rooms, and walls — to mention but a few!

The ship's main armament, Skynet, is still in the hands of the boffins, but there is a rumour that we will be trapped into using it very shortly. From first glimpses of the system 'we'll put a high bet on our Skynet'. Why they had so much trouble getting the satellite up there in the first place is hard to figure out as it doesn't take much these days to put our CRS, Colin (Banana-fingers) Johnston into orbit!

As we shall be re-commissioning in January 1971 and the advance parties have been detailed, it would appear that Drafty's new computer has gone 'Berzeque' as so far, of the two buntings who have received draft chits one is headed for *Tamar* and the other has won the *Duncan* — guess who's not happy. Consequently those expecting draft chits in the near future are sweating somewhat.

We can't possibly list all the 'sprog-producers' in the department; suffice it to say that Devonport proved to be quite fruitful. Congrats to all. Con-

gratulations are also extended to 'Ossie' Oswald on being rated LRO(G). Our sports scene, as usual, has been hectic and we ended up winning the Commodore's Plate with our potential World Cup team. We promise not to use the plate for the coffee boat. Members of the department playing in the ship's water polo team helped thrash the Glamorgan 10-1 in the semi-final of the Mini Olympics, but we were pipped in the final by the *Tyne*. As the *Fearless* sinks slowly in the West we bid farewell to these enchanting shores en-route, by personal invite of course, to organise the King of Morocco's birthday celebrations in Casablanca. When you read this spare a thought, a clean one please, for us sweating it out with all that luvverly Tiger and FES LOA.

HMS NEPTUNE

The Clyde Submarine Base

The recent missile firings by *Revenge* in the US mean that the 2½ year intensive Polaris work-up programme is now at an end. With it come the inevitable changes of staff and long term reorganisation. The challenge now will be to work-up the new generation of Fleet nuclear submarines, heralded by the arrival of *Churchill* fresh from the builders in a few days' time.

The revised branch structure with the re-introduction of the leading rates courses and the other steps taken to make each of the three sub-specialisations once more truly professional have been generally well received at all levels of the staff. In common with all other shore commcens, our turnover of staff has been very high indeed. However, thanks to the usual splendid assistance by CND with supernumeraries, we have had no difficulty in meeting our various commitments.

Our inspection by FOSM was to our surprise actually thoroughly enjoyed by all. Its success was due to no small measure to our two mobile radio minicars monitoring every net that existed . . . it didn't matter what happened, be it a nuclear submarine going 'bang' or the arrival of a crowd of volunteer CND marchers at the base perimeter, our team got there first.

Lt-Cdr B. H. Todd is still in overall charge but has not managed to improve his shore-sea ratio. The ASCO, Lieut C. H. Sanders obviously intends to improve his. He leaves for Ottawa shortly for a two year exchange with the RCN. He is relieved by Lieut J. Adair (Commcen) and Sub-Lieut I. J. Jarrold (Work-ups and Training) ex *Sirius*. CRS G. Parkins (CRS Work-ups) has gone to Singapore and is relieved by CRS Powell ex *Repulse* (s). CRS J. Monaghan joins spare crew to be relieved by CRS Lillington, ex *Resolution*. CCY Kennedy goes to Northwood and will be relieved by CCY Blackwell ex *Dolphin*. Advancements have included L. Brown to A/RS and ROs Duffy and Clarke to RO1. On course are LRO(T) Gauson for CY and ROs Wade and Long for LRO.

HMS PENELOPE

As no article from the 'Pepper Pot' has appeared in THE COMMUNICATOR for at least 2½ years, we thought it was about time we started writing. Although we are not exactly a 'front line' ship, we have an important role (so we have been told) in today's modern Navy. We went into Devonport for a six month refit in December '68, and finally emerged in January '70 (plenty of RA time). We then did our Portland work-up, a whole three weeks, just to see if we still remembered how the rest of the Navy worked. Once that was over, we again took up our task as a trials ship for AUWE. It seems that a warship under way makes far too much noise, and the object of our trials is to find ways of reducing that noise. As it is caused by so many different things, ie, the propellers, machinery vibration, and the passage of the ship through water, it looks like being a long job with no simple answer. However, the scientists tell us that we are making some progress. For instance, the Agouti System (air ejected from the leading edge of the props to reduce turbulence) was first tested in the *Penelope*, and is now fitted to a number of ships. The trials we are doing now will result in all Leander class having an alteration to the set of their rudders. Instead of being parallel when the wheel is amidships, they will be offset at a slight angle to point towards each other. We are just trying to find the correct angle, which will again reduce noise, and also possibly make the ship marginally faster. When, or if, all the answers are found it is hoped to reduce the noise a ship makes by a large percentage, so making the job of a submarine a lot harder.

The only trouble with being a trials ship is that we have to go to places where water conditions are right for the scientists, and, naturally, these don't coincide with 'good runs' ashore. We spend most of our time in either Gibraltar, Loch Fyne (probably the bleakest place in Scotland), or Plymouth. We've got a five day visit to Liverpool coming up shortly, and if the *Ajax's* report in the NAVY NEWS is anything to go by, we should have a good time. Just a hint for anyone who is lucky enough (?) to get a draft chit to *Penelope*. Take up a hobby that fills a lot of time, life tends to get a bit routine.

We'd like to take this opportunity to wish good luck to Lieut Roe, who is leaving us shortly to start a long course (C) at *Mercury*, and welcome to Lieut Bird, who is relieving him as NO and SCO. Just in case anyone is interested, herewith follows the staff list. 'G' Department, RS Birtwistle, LRO Ray Jones, RO1 Spike Hughes, RO2s Pete (Millie) Mock, Gary Jones, Kenny Cuttle, Keith Birchenough and RO3 Tony Mayall. 'T' Department CY Rees, LTO Tony (Smiler) Miles, RO2s Jake Wade, Paul Johnson, Dolly Gray, and RO3 Brian Jones. 'W' Department, LRO Bungy

Williams (you must know Bungy Williams), RO2s Reg Holderoft, Clive Deer, RO3s Jock Connor and Budgie Burgess.

PS: a little poem for any Spanish speaking communicators:

Si Senore Dardago,
Forde Lorez Inaro,
Demsaynt Lorez, Demzis Truks.
Fullov Cowzan Enzan Duks.

FLAG OFFICER SUBMARINES, and THE FIRST SUBMARINE SQUADRON

by CRS J. Belton-Perkin

Once again the communication staff of the Flag Officer Submarines, and the First Submarine Squadron have been on the move. This is the first loan draft we have had this year, but delving into the current crystal ball, it will not be the last. Apart from exercise 'Vendetta' at the tail end of 1969, where we controlled the submarine broadcasts, both from Northwood and Faslane, things have been very quiet. Between April 18, and May 4, 1970, submarines of the First and Second Squadrons were working in and out of Falmouth for the Spring training period. The staff officers and communications ratings were informed that they would be living in RNAS Culdrose. Well, strange to relate, the Air World and the Sub World hit it off from the word go. The communication staff of HMS *Seahawk* could not do enough for us, and after one or two minor snags a general watchkeeping routine was in full operation. The submarine ratings were manning 4340

kHz and assisting (if that's the correct word) with the general MCO duties. It was noted, however, that on the second evening when the airfield closed the transmitter on 4340 kHz was switched off, and every one went home. It didn't take long to get the transmitter back on, but some of the things said about submariners, they even made the Chief Yeoman blush, and he's General Service.

Whilst we were at Culdrose, some of the submarine ratings managed to earn their wings, and the Air Arm ratings managed to knock up some hard-layers. A total of 31 submariners went flying with 824 and 700 Squadrons flying Sea Kings, while 28 Fleet Air Arm officers and ratings had sea trips in HMS *Narwhal*, HMS *Otus* and HMS *Andrew*. This exchange idea was very popular, as it let one half see how the other half worked. At one time six Wrens were at sea with one of the submarines and were lifted off by Sea King, so they had the best of both worlds. Myself, never having flown in any type of helicopter before, I found it very interesting indeed. How any pilot can fly one for four hours or more at a time beats me. His arms and legs never seem to stop moving and when it was explained how much work went into four hours' flying then I decided to remain subsurface.

Not very far away from RNAS Culdrose stand two monuments to the communications world. One, where in 1901 Guglielmo Marconi made the first trans-Atlantic radio message (the letter 'S') from Poldhu in Cornwall to Newfoundland, the second is the Post Office Radio Station at Goonhilly Down. This radio station has two giant steerable dish aerials which were once used for the Telstar satellite and are now used with



Aerial No 1 at Goonhilly Down

Intelsat III. The satellites are in orbit 22,300 miles high over the earth and their speed is such that they appear stationary over the same spot, and provide 24 hours' continuous service. The size of each dish is approx 90 feet in diameter, and the weight of each aerial is close to 1,000 tons. The dish itself is made of $\frac{1}{4}$ inch stainless steel and can withstand wind pressure up to gusts of 130 mph for one second, or can remain operational up to 70 mph wind speed. About 1,000 channels can be covered by each aerial, this includes colour television, telephone service, computer data service, both reception and transmission. I asked if helicopters flying over the aerial path caused any interference, and was told that with normal speech, little difference was caused but where computer data was being passed large groups of figures could be lost. For this reason, pilots from Culdrose try to keep out of the aerial path. The power from each aerial is approx 1 KW whereas the input level to amplifiers is normally 100dBm.

The total staff of the Radio Station is 150, this includes the canteen staff. There are about seven engineers on watch (shift) at a time and more are available at the end of telephones. Sometimes during the all night watches, engineers phone up the local TV stations in the States and ask them to push out various shows to prevent being bored during the night. This station takes £1m per day for use of the various services.

HMS SCYLLA

by RO MFT Rate Charlie

At the time of writing the USS (Usually Sails Saturdays — to break up long and short weekends) *Scylla* is still undergoing the various tests and trials befitting the latest addition to the RN. Given the task, or should I say, 'green rub' of being the ship selected to try out the new management scheme, the latest with-it word would appear to be GUNFI — 'Given Up Not Flippin' Interested'.

On being given a job a white card must be drawn which instructs the rating detailed off what gear he has to use, method of use and time to be taken. It makes the MCO look like the Stock Exchange on a Saturday afternoon. Still that's showbiz. The time being around 0200 for the Navy, two-o'clock for the Army and for the RAF the little hand is on two and the big hand on 12, I suddenly had a rush of gash (note the subtle use of words) to the brain and decided that it was time *Scylla* started to rotate in the social circles. This being our very first commish and everything.

Our staff consists of CRS Hanson, LRO(G)s Hall and Joseph, RO1(G) Duncan, RO2(G)s Wake-man, Owen, Knapman, Stanton; RO3 Burrows and JROs Wilkinson, Gosling and last but not least our junior rocking-horse Paul Stanbrook RN. These we are informed are the ears of the ship, namely — 'Ere, do this will you!' T-wise we have CCY Whit-

lock, LROs Williams and Hewitt, RO2s Huntley, Tomlinson and Fleming, JROs Quinn, Tracy and Lloyd. According to the Stoker Steam Broadcast these are the 'Eye' of the ship as most, except Bungey, are Skin. Finally the gollyshop is owned and managed by CRS Lill, his shop steward being RO1 Smith and the whiter gollies RO2s Davies, Wilden King and Clempson. We have one addition to the clan — JRO(W) Marshall who, joining the ship in purple shoes, striped trolleys, white shirt with frills, purple and black striped jacket and a black lace tie, has been classified as a *bona fide* member of the male sex and was duly elected as Hon Member of the 'golly clan'.

The big boss is an Aussie, Lieut T. Wise, RAN, so if you hear a deafening rendering of Waltzing Matilda over radphone don't worry as it is our mutual interference. Always wanting to be up with the Jones's, and *Ark Royal*, and the like, we decided that we should have another SCO as well, so after shopping around and checking on the prices we settled for Sub Lieut K. Snowball late of the Chuffs and Puffs world having passed his SD course.

On first joining, the staff had no difficulty going into four watches to man the 618/CAS, all being oblivious to the fact that in three weeks 'they' had somehow sneaked into Our office and installed 660s, 150s, 580s and all kinds of fitted for but not with equipment. Instant panic reigned, but after a while buttons were pushed and lights appeared where they ought to and lo and behold we were just about bearable. Even if someone did try to listen to HOP(Plymouth) on a CJC. No names no nutty ration — Rockin' Orse! Still being Com Div 1 we are entitled to make a mistake now and again. I wonder if there is a white card for that one?

Sportwise we are quite lucky having at least two Communicators in all of the ship's teams and Marshall, Tracy and Quinn being junior Navy players. We even venture to say that we will accept a challenge at any sports provided our opponents arrange the beer and the calling round. Mind you our deck strip hurdling team leaves a lot to be desired.

So next time you see a clean Leander, if there is a thing seeing that all the DLGs have gone into semi-retirement in Pompeii, and if it has F71 on the sides, and answers to GXDE, after an hour or so of calling, don't come round please. Don't call us, we'll call you.

HMS ULSTER

by RO1(G) Saward

Yet another gem of literary brilliance from the pens of 'fighting 83s' comms staff. Regular readers will remember us trying to commit 'Hari Kari' with the SS *Esso York*. . . . Since then this antique piece of pussers grey has tried to enter dry dock (thru the Caisson), much to the annoyance of the

BACKGROUND HEATING



Eskimo. Apologies to all who needed new underwear after that little episode. Six weeks in dry dock for repairs. Our next mishap was only a small, 6ft of concrete, affair and no time alongside was had from that jaunt . . . (shame). Life is pretty much routine on here comms-wise with the odd exceptions cropping up in jet age comms. Suggested addition to Clyde orders. 'Be prepared for messages from overflying Boeing 707 jetliners on ASW helo cont concerning current exercise.' This actually occurred during a 'Casex', when a helo unknowingly damaged a navigation light on take off, this information was relayed to us by the Boeing from Prestwick who asked us to inform the helo that her rotors might also be damaged. Then the SS *Nordenhav* foundering right in our path. Red flares everywhere and 2182 going like the clappers!!! Signal traffic breaking all *Ulster* records and all night on in the office. The weather was, to put it mildly, foul, and by the time a tug had arrived and we were on our way back to Pompey it was too late for weekend . . . Gloom and Despondency in the mess.

Much more recent than our Clyde Programme was the Squadron (nameless squadron, or we'll get filled in when we go ashore) run, in June, when we visited the sin capital of the Western World. They didn't even berth us at Hamburg, but left us in St Pauli, to make sure we didn't get the wrong train. It is at this stage where we would like to mention Natasha, we would like to but, words, obscenity laws and Pricky Price forbid. The Reeperbahn resounded to many drunken choruses at about 4 am daily when the younger (tired) blokes had hamburgers for brekers as they made their way back onboard. It is interesting to note that the visit was not marred by the fact that England were beaten by West Germany during the time of our visit. In actual fact it made better relations, as they felt sorry for us and felt sure we had left the way clear for them to win the World Cup. Obviously they had not reckoned on Brazil. The better relations I speak of, was in the form of beer across the counter.

Things are starting to hot up around here 'cos we are getting ready for Captain D Portland's inspection. . . . Paint this, paint that, and so on. You know the sort of thing. Life has been easier since we had our new 'Magic' boxes fitted in the corner of the office. All flashing lights and buzzing. The state of our office it's a wonder anyone ever gets any signals from us . . . DO THEY GET THERE???

Since the last article we have lost and gained a NAVI/SCO, the latest addition being Sub-Lieut Thomson, who is still feeling his way around . . . if we keep quiet he won't see us in the office. Joe Martin (RS) has left us for a quick rest up at Fort Southwick after which he is reported to be going out to Mauritius. RS Woodland, late Royal Yacht, replaced Joe and things have not slowed

down since. ROs Finch, Price and Riddle have just left for Portland for a 2s exam and by the time this goes to press the results should be known.

The present 'G' staff consists of:—

LRO Jim Jennings, still trying to persuade a certain board to take his money.

RO1 Pete Saward, whose baby son is not going to join up.

RO2 Flo Forester, still trapping 13-year-olds and not doing very well at that.

RO2 Iche, known affectionately as Blackers, our tame(?) Gibraltarian.

RO3 Pricky Price, 'But we didn't do that on the *Bulwark*'.

RO3 Alf Finch, our own personal 'skinhead'.

(T) SIDE

LRO Taff Barton, I/C flag waggars.

LRO Alan Hale, who's waiting for a draft but might sign on again if they bring back the TOT.

RO2 Yanto Morris, who looks almost decent with his new teeth.

RO3 Puzz Riddle, who still supports Arsenal although we can't see why.

Just one last thing to finish off with. Does anyone know anyone who can have a quick word in Edward's ear about the suspected severe shortage of RUM in August? If so start talking.

PS Dear Ed, thanks for the dolly birds, keep up the good work. . . .

HMS ZULU

by Tich

This is the first article sent to THE COMMUNICATOR by the *Zulu* for quite a while. We have just commissioned for the fourth time at Rosyth. The commissioning service was held on June 19. The ship's company's families were present and were allowed onboard the ship after the service. A buffet, a beer bar and a sherry bar were provided, much to the delight of the ship's company. One of the department has already left us for the *Fearless* namely (after tot time I like big ships) RO2(G) Severn, he had a swap draft with RO2(G) Robey. The department is made up of the following: SCO Lieut Knapp relieved by Lieut Skinner on April 21. Sparkers: RS Ross, LRO Mitchell, RO1 Prole, RO2s Hancock, Robey, Taylor, Simpson, Burgess, RO3 Medler and Bartram, JROs Armstrong and Little. Buntings: CY Dick, LRO Rocket, RO1 Plumb, RO2 Phelps, Marine sig Cowley (our bootneck), Gollys: RO1 McMillan. RO2s Millar and Walsh.

We haven't much to look forward to in the near future, we sail for Portland soon, and we will be heading for 'The Gulf' in a few months' time, so it isn't going to be exactly exciting. At present we are trying to organise our departmental football team, although not very successful so

far, if there are any budding 'Peles' in the Western Fleet who care for a swap draft? A tip for all JROs, why not be like our JROs and use paint remover for washing your hands.

20 COMMANDO (AO) BATTERY ROYAL ARTILLERY

by Taff Jones

In a small corner of Poole in Dorset you will find our Headquarters, known only to those few who have had the good fortune to have done a NGS course with us. Before you say to yourself 'That's another quiet number I have missed', I will give you a rough idea of the requirements needed for the job, so don't rush for the dreaded request form yet. Our staff consists of CRS Taff Jones, LRO Benfield, RO Chadwick, RO Mainland at Poole assisted by our liaison staff, RS Acko Atkinson. In Malta we have LRO Phipps and RO Williams attached to 3 Troop. It's a volunteer job, details in front of CTMs.

If you are lucky enough to be selected for this draft, your first job will be to complete the Royal Marine Commando course at ITCRM Lympstone, Devon. From there you are sent to Maida Bar-

racks, Aldershot, for a further two weeks' endurance course which is more to test your point of breakdown than physical fitness. As if that is not enough you are then sent to RAF Abingdon, near Oxford to complete a full parachute course which entails eight parachute jumps, the length of the parachute course depends on the weather conditions, the average is about four weeks. Having passed all the courses you return to Poole with your green beret and firmly sewn on para wings, to learn the arts of NGS communications.

Our day starts with an hour's PT which can consist of anything from light sport to long distance running or man pack route marches. We are responsible for all NGS in the Western Fleet, a lot of our time is spent with ships on work-up at Portland. We supply men for all sorts of demonstrations and parachute dropping all over the country, we are also proficient at ski-ing, having taken part in exercises all over Norway and Denmark. Don't get the idea we are supermen, we are just that bit better. All in all it's an enjoyable life which we all enjoy, not everybody gets the chance to live in a Landrover for a week, so if you fancy it, get your requests in, you never get anything if you don't volunteer.

BOOK REVIEW

by Lt-Cdr G. Froud

THE OBSERVER'S BOOK OF SHIPS — BY FRANK E. DODMAN. The 1970 edition of this useful pocket guide contains information on numerous types of ships — warships, merchantmen, as well as a host of miscellaneous craft ancient and modern. It includes descriptions of ensigns, house flags and funnels and the explanatory notes embrace such items as oceangoing container ships, the use of nuclear power and helicopters in warships.

It is unfortunate that the section on the International Code of Signals has not been up-dated in accordance with the 1969 edition and now printed in nine languages.

The book includes many useful topics connected with ships and the sea and at 7s is considered very good value for money.

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CHIEF WREN RADIO SUPERVISOR PAMELA AYLING

Dauntless, Mercury, Fulmar, President, Fulmar, Seahawk, Dauntless, Terror, Dauntless, Mercury. So reads the service life of Chief Wren Pamela Ayling whom both *Mercury* and the WRNS are losing in September. As AT instructor and Acting Local Unpaid G1 (there being no official G1 in *Mercury* at the present time) Chief Wren Ayling has:

- *persuaded
- bullied
- coerced
- blackmailed
- taught

*please tick where appropriate.

and otherwise initiated many Wrens into the sometimes doubtful pleasures of becoming a Communicator.

As a keen amateur dramatist one of her most remarkable feats in HMS *Mercury* was the production of our entry in the 1970 Drama Festival. Faced with a cast which ranged from the keen to the press-ganged a marvellous result was achieved. Perhaps the most difficult job being that of keeping the cast on stage and the Training Commander's dog off stage. Before you leave us Chief, we would like to say thank you for all your hard work and we shall miss your lively personality up here on the north face of the Eiger. The best of luck to you and your husband and

may your forthcoming 'Happy Event' swell the ranks of Communicators and amateur dramatists! (By the editor: And very many thanks Pam for coming to the rescue of the editorial staff. We are all sorry the photo does not do you justice.)

AN ODE TO COMMUNICATORS — FROM ONE WHO ISN'T

Never a species like them,
They live in a world of their own,
Try to understand 'em?
I'd rather give up and go home!
No normal way of thinking,
Have these 'bods' in the MSOs,
It's scrambled, RATs and Keying,
And what the hell are those?
Then there is the Signal Officer,
A charming fellow is he!
He asks you out to dinner,
And feeds you on STC!
Don't be indignant and upset,
At what has gone before,
In two short months, don't forget,
This is everything I saw!!!
One final plea before I go —
Don't change a single hair,
You lot keep the 'Status Quo'.
We can't do without you there!!!

ANON

FLOREAT SOBORTON

'... who wants to live upon a country estate. . .'
FOR SALE: Large scruffy country house, style liquorice Gothic, large grounds and many hilarious memories.

Ex-habituees will be pleased or sorry to learn that the 'Towers' are on their last leg, you think I joke, part of the Rec room ceiling fell in recently. The new wrennery at *Mercury* will be ready for inhabitation and due destruction by the end of the year.

The Towers were built in 1905 by Colonel Sir Charles Brome Bashford and completed by his widow, otherwise they are a bit of a mystery, although at some stage they became a boys' school little else is known of them until the WRNS took over in 1942, and have been there ever since.

Over the years many Wrens have passed through the portals, innumerable baths have flooded the corridors and stairs, there have been firework raids in November, the clapper from the bell has disappeared on several occasions, we have even had a case of kidnap! Two of the Petty Officer Wrens went missing, the alarm was raised, literally, the fire alarm, and they turned up having been locked in the . . . NAAFI hut! Clarissa we assume still makes her ghostly rounds witnessed only by Sinbad, but soon she'll have no-one to scare.

I wonder if she'll move too?

NEWS FROM HOME

Advancement Courses, 1970

Leading Wrens Gibbs, T. Brown, Dickinson, Miell, Morris, Bilney, Crompton, George and Cobby.

17 ways to drive

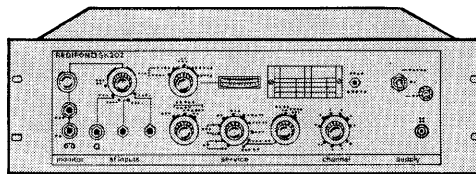
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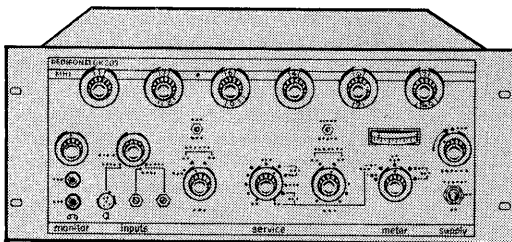
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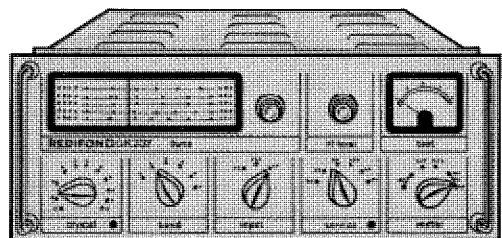
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Wrens G. Stevens, Honeywill, Greenfield, Hayter, Pardon, Shape, P. G. Smith, Dumpleton, J. Stevens, Bernstein, Ashby.

Wrens' courses have been revised in 1970 and the Advancement course has been split into a Leading Wrens' Advancement course and Petty Officer Wren Radio Supervisors' Qualifying course. The length of courses has been altered also, the WRO's course is now 13 weeks, WRO(M)'s is 24 weeks and the advancement courses remain at six weeks.

The splitting of the advancement course has made life easier for both the instructors and the 'advances', as it has become easier to concentrate on required standards of knowledge. The Instructional technique course at RNB Portsmouth has been dropped for PO Wrens as the subject is now covered as part of their course at *Mercury*, they even have managerial lectures!

Budding executives all!

HMS NEPTUNE — WRNS

by Lieut C. H. Sanders, RN

The Wrens here come under the young guiding eye of 3/0 Gordon-Roe who is the Commcen Cryptographic Officer and Assistant Intelligence Officer to Ops. The policy here is that as the Wrens do over half the work then they should, where possible, have at least half of the 'perks'. This year this has taken the form of many interesting loan drafts both at home and overseas. Throughout March, Wrens Elizabeth Ingram, Susan Trussler and Susan Shreeves were down in London working on the RN stand at the Ideal Homes Exhibition. April saw PO Wren Kirsten Reed, Wrens Janes Harrison, Marilyn Griffiths, Bri Allen and Wren MT Judy Bridges away in Denmark for 16 days assisting with the 3rd Submarine Squadron training period. During their spell abroad they visited Frederikshavn and Aarhus. All proved good sailors on the overnight ferry despite the force 7 encountered on the return journey. During August, Leading Wren Janet Dickenson and Wrens Jacqueline Wood, Elizabeth Pote and Denise Trott should be in Gibraltar for two weeks, again assisting with submarine training.

After rating, PO Wren Dilys Miell departed for Malta. Advancements have included Kathleen Ryan and Linda Pardon to Leading Wren. Marriages have included Leading Wren Marjorie Thompson to LRO Mackenzie, Kathleen Ryan to PO Vince and Lesley Stokes to LRO Poulson (the latter pair are now in Singapore). Wren Vivienne Carver who was married last year to LRO(W) Lee Hynes has recently had a daughter. A recent engagement is that of Wren Bri Allen to RO2 Powton. Wrens obviously enjoy both work and play here as Wren Fotheringham returns for a second spell shortly.

SIGNAL TRAINING CENTRE DEVONPORT

Our photo below shows Russ Conway who recalled that he trained as a Signalman at the Signal School St Budeaux in 1942. With him is Ldg Wren Hurt (as she was then) and now PO Wren Ward having recently married RO2(T) Ward of HMS 'Glamorgan'. Keep it in the Branch we always say!



A BIRD'S EYE VIEW OF THE RN COMMSEN, SINGAPORE

by PO Wren E. Thomson

As I was press-ganged into writing this article for the next edition of *THE COMMUNICATOR* by Chief Wren Pam Ayling (GI's Office HMS *Mercury*) (volunteer, was the word she used), I shall endeavour to keep our readers up to date with the happenings of the Wrens of the RNCC Singapore. This will be our last opportunity to contribute as we shall all have left here by the end of September.

The Wrens first arrived in Singapore in November 1966 and settled down to working in the Commcen, in near Arctic temperatures (air conditioning, you understand), jumpers and cardigans being the 'rig of the day' or should it be 'night'! Since then the Wrens have been employed in a variety of jobs in the Commcen, and have worked extremely hard. The 'powers that be' have thrown every exercise in the book at us, the latest being, of course, Exercise 'Bersatu Padu' (complete unity). (There were times when this was doubtful!) The exercise has just finished and this is the last exercise that the Wrens here will be involved in, much to our relief. We can now catch up on our sleep.

The last Far East Wrens Advancement Course has just finished at Kranji STC maintaining the 100 per cent record of success for the Wrens there. Leading Wrens Jodie Rodgers and Lesley Roddham passed for PO Wren RS and Wrens Lesley Richardson and Sandy Bell passed for Leading Wren.

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There is plenty of opportunity to travel from here and many have taken advantage of this, with exped weekends in Malaysia and the surrounding Islands and leave spent in Hong Kong and Japan. Leading Wren Roddham spent three weeks' leave in Hong Kong and Japan visiting Tokyo. Expo 70, Kobe and Kyoto and had a very interesting and enjoyable trip. PO Wren Pam Gray and myself are visiting Australia at the end of July, travelling by sea to Fremantle and Perth, crossing Australia by coach to Adelaide, Melbourne and Sydney, returning to Singapore by air in August. Wren Sandy Bell is also visiting Australia in July, flying to Brisbane by courtesy of the RAAF. Chief Wren Howie has recently returned to us after spending two months in Hong Kong on loan draft, and we were very pleased to see her cheerful face back in the Commem.

There have been several engagements and weddings during the past few months. Wrens Sue McGovern and Pauline Telford have recently become engaged and will be getting married in the near future, Wren Maggie Wright gets married on July 2 to RO1 Shipton of HMS *Hydra*. Leading Wren Dinkie Gallagher née Green was married last August.

Leading Wren Ollie Bright, who has recently left

us, was a very keen folk singer visiting folk clubs at RAF Changi and Tengah. She was instrumental in forming the folk club at HMS *Terror* and was a regular performer. She also sang on BFBS on a number of occasions.

It is sufficient to say that we do not do at all badly for social life and sport!

Four years have gone by very quickly and we shall all be very sorry to leave Singapore in September, taking with us many happy memories of an excellent draft. The following will be the last Wren Radio Operators in Singapore (we think!): Second Officer Gibson, Chief Wren Howie, PO Wrens Jan Thomas, Jocelyn Forbes, Pam Gray, Chris Tomsett (recently rated) and myself. Leading Wrens Liz Chamberlain, Morna Johnston, Jodie Rodgers, Lesley Roddham and Dinkie Gallagher. Wrens Annie Batt, Paula Alexian, Maggie Wright, Alison Black, Sandy Bell, Lesley Richardson, Audrey Thorne, Jane Forster, Georgie Wynne, Pauline Telford, Pat Greenhall, Jan Daglish, Sue McGovern, Pauline Neary and Jackie Moys.

(By the editor: As a witness of the first of the Wrens to go to Singapore and now of the last to leave I can vouch that we would have been lost without the Wrens — in all respects.)

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>Puncheston</i>	..	CMS, September 10 commission, (2) Bahrein, FS Gulf.
<i>Gurkha</i>	.. ..	GP Frigate, September 24 commission, (1) (2) Rosyth, GSC Home/East of Suez/Home/WI.
<i>Albion</i>	.. ..	LPH, September 22 recommission, (1) Portsmouth, (2) Malta, FS East of Suez.
<i>Jaguar</i>	.. ..	AA Frigate, October 8 commission, (1) (2) Chatham, GSS/Home/East of Suez/Home.
<i>Achilles</i>	.. ..	GP Frigate, October 5 commission, (1) (2) Devonport, GSS Home/East of Suez/Home/Med.
<i>Yarnton</i>	.. ..	CMS, October 21 recommission, (1) Portsmouth, (2) Singapore, FS Gulf.
<i>Blake</i>	.. ..	Cd Cruiser, November recommission, (1) (2) Portsmouth, GSS Home/East of Suez.
<i>Leopard</i>	.. ..	AA Frigate, November 12 recommission, (1) (2) Portsmouth, GSS Home.
<i>Beachampton</i>	.. ..	CMS, November 18 recommission, (2) Bahrein, FS Gulf.
<i>Falmouth</i>	.. ..	A/S Frigate, December 16 commission, (1) (2) Portsmouth, GSS Home.
<i>Phoebe</i>	.. ..	GP Frigate, January 28 recommission, (1) (2) Chatham, GSS Home/WI/Home/Med.
<i>Rothsay</i>	.. ..	A/S Frigate, January 5 recommission, (1) (2) Portsmouth, GSS Home/East of Suez/Home/Med.
<i>Berwick</i>	.. ..	A/S Frigate, January 28 commission, (1) Portsmouth, (2) Chatham, GSS Home/East of Suez/Home/Med.
<i>Brinton</i>	.. ..	M/H, January 28 recommission, (1) Rosyth, (2) Bahrein, FS Gulf.
<i>Intrepid</i>	.. ..	LPD, January 10 recommission, (1) Devonport, (2) Singapore, FS East of Suez.
<i>Fife</i>	.. ..	GM Destroyer, February 17 recommission, (1) (2) Chatham, GSS Home/Med/Home.
<i>Gavinton</i>	.. ..	M/H, March 18 recommission, (1) Rosyth, (2) Bahrein, FS Gulf.
<i>Brereton</i>	.. ..	M/H, April 10 recommission, (1) Rosyth, (2) Bahrein, FS Gulf.
<i>Diomedes</i>	.. ..	GP Frigate, April commission, (1) (2) Devonport, GSS Home/Med/Home.
<i>Devonshire</i>	.. ..	GM Destroyer, May 24 commission, (1) (2) Portsmouth, GSS Home/Med/Home.
<i>Endurance</i>	.. ..	Ice Patrol Ship, June commission, (1) (2) Portsmouth, GSS Home/SASA.

HOME OWNERSHIP

Widespread publicity was given to the recent shortage of funds for house purchase loans, when would-be HOME OWNERS who did not make positive plans well ahead found it almost impossible to obtain loans or even the promise of loans.

If you **take our advice** this should place you in the very favourable position of being able to obtain a loan for house purchase **at any time** in the future. We cannot overstate how vitally important it is for anyone considering house purchase, whether in the early future or some years ahead, to set in motion a positive but flexible House Purchase Plan as far in advance as possible of the intended purchase date. The earlier YOU start, the easier it becomes for you **to buy the house of your choice**. Moreover, the longer the Plan is in force the higher the loan possible and the more economic the purchase.

Increases in quartering charges have made it financially beneficial for the majority of serving Officers, especially those in the higher income groups, to buy their own house instead of paying rent for many years. Therefore, no matter where you are stationed, no matter when you intend to buy a house, **DO NOT WAIT** until you are forced to buy a house in order to provide a home for your family. **ASK OUR ADVICE NOW.**

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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	Whither
APPLEYARD-LIST, J. C.	.. Lieut.-Cdr.	Mercury (ASWE)
ADAMS, B. J.	.. .. Lieutenant	Antrim
BAKER, M. S.	.. .. Sub-Lieut. (SD)	Mercury
BATES, F.	.. .. Sub-Lieut. (SD)	Argonaut
BANHAM, A.	.. .. Lieut.-Cdr.	Chichester
BROWN, C. D. S.	.. .. Lieut.-Cdr.	CinCAF NORTH
BUTLER, D. B.	.. .. Inst. Lieut.-Cdr.	Daedalus
BRIGGS, W. C.	.. .. Lieutenant (SD)	Mercury
BRUCE-GARDYNE, K. P.	.. .. Lieut.-Cdr.	Mercury
BYWATER, J.	.. .. Sub-Lieut. (SD)	Mercury
BROOMFIELD, M. A.	.. .. Lieut.-Cdr.	FOCAS
BENSON, J. M.	.. .. Lieut.-Cdr.	Bulwark
CRADDOCK, J. A.	.. .. Sub-Lieut. (SD)	Dolphin
CHRISTIE, W. J.	.. .. Lieutenant	Exmouth
COLMER, A. A.	.. .. A/Sub-Lieut.	Verulam
CARTER, C. D.	.. .. Lieutenant (SD)	Mercury
CAMPBELL, C. G. H.	.. .. Lieutenant	RAN exchange
COBLEY, C. K. D.	.. .. Lieut.-Cdr.	BDS Washington
COOPER, D. S.	.. .. Sub-Lieut. (SD)	Warrior
DIBBLE, R. K.	.. .. Lieut.-Cdr.	President (Defence Fellowship at Kings College)
EMMETT, F. M.	.. .. Lieutenant	Kellington
ELLIS, M. G. M. W.	.. .. Lieut.-Cdr.	Mercury
Edwards, E.	.. .. Lieut.-Cdr. (SD)	Commcen Whitehall
FLOWER, D. W.	.. .. Sub-Lieut. (SD)	Danae
FRANKS, J. T.	.. .. Lieut.-Cdr. (SD)	Terror
FAULKNER, H. D. Y.	.. .. Com mander	Mercury
FIELDS, A. E.	.. .. Sub-Lieut. (SD)	Commcen Whitehall
FINDLAY, J. M.	.. .. Commander	President
GRIFFITHS, R. D.	.. .. Lieutenant RAN	Charybdis
GORING, E. Y. C.	.. .. Lieut.-Cdr.	Eagle
GALLAGHER, J. B.	.. .. Lieut.-Cdr.	COMAF
HAMMER, G. D. R.	.. .. Lieutenant RAN	Mercury
HOLLAND, C. R.	.. .. Lieut.-Cdr.	Fearless
HIRON, D. E.	.. .. Lieutenant RAN	Andromeda
HUMPHREYS, M. T.	.. .. Lieutenant (SD)	Mercury
HOWARD, D. M. A.	.. .. Lieutenant	Eagle
HAGGAR, N. W.	.. .. Lieutenant (SD)	Cochrane
JARROLD, I. J.	.. .. Sub-Lieut. (SD)	Neptune
KING, P. J.	.. .. Lieutenant	Undaunted
KNIGHT, A. E.	.. .. Sub-Lieut. (SD)	Wiston
LANIGAN, A. S.	.. .. Sub-Lieut. (SD)	Achilles
LAYMAN, C. H.	.. .. Lieut.-Cdr.	Osprey
LOWDEN, G. W.	.. .. Commander	Blake
LARKINS, D.	.. .. A/Lieut.-Cdr.	Warrior
LLOYD, B. D.	.. .. Sub-Lieut. (SD)	Commcen Whitehall
LEMONDE, B. E.	.. .. Lieut.-Cdr.	JWE Old Sarum
LORD, J. T.	.. .. Commander	President
MCDERMOTT, J. H.	.. .. Lieutenant (SD)	Commcen Whitehall
MCDONALD, P. D.	.. .. Sub-Lieut. (SD)	Mercury
MCCULLOUGH, E. W.	.. .. Lieutenant (SD)	Drake
MORTON, A. S.	.. .. Captain	Cochrane
MORGAN, D. V.	.. .. Captain	President
NUGENT, M. A.	.. .. Sub-Lieut. (SD)	Sirius
O'BRIEN, H. P. H. Lieut.-Cdr.	CAF exchange
PARKER, H. B. Commander	Bulwark
PENNY, J. Commander	Sirius
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PHELPS, N. J. Sub-Lieut. (SD)	Terror

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PINK, C. J.	Lieutenant	Arethusa
ROBSON, J. J.	Sub-Lieut. (SD)	Chichester
ROBINSON, M. A.	Lieutenant	RAN exchange
RYALL, R. K.	Lieutenant RAN	Euryalus
RICHARDSON, A. B.	Lieutenant	Mercury
REITH, K.	Lieutenant (SD)	Fulmar
STRAW, H. B.	Sub-Lieutenant (SD)	Albion
STYLES, R. C.	Sub-Lieut. (SD)	Mercury
SLATER, E. G. L.	Lieut.-Cdr.	Glamorgan
SUTERMEISTER	Lieutenant	Phoebe
SCHNABEL, D. A.	Inst. Lieut.-Cdr.	Collingwood
STRAKER, B. J.	Captain	Fearless
SANDERS, C. H.	Lieutenant (SD)	CAF exchange
SANDERS, J. T.	Lieutenant	Tenby
STOCKTON, M. A.	Lieut.-Cdr.	Mercury
SANDEMAN, I. S.	Lieut.-Cdr.	President
TATE, J.	Lieutenant (SD)	Minerva
WOODHAM, R. E.	Sub-Lieut. (SD)	Cleopatra
WHITEHEAD, D.	Lieut.-Cdr.	Tamar
WILSON, G. A. S. C.	Lieutenant	RAN exchange
WALKLETT, C. H.	Lieutenant (SD)	Intrepid

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To Commander

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A. N. A. MACDONALD
J. C. APPLEYARD-LIST
J. C. DREYER

To Lieut.-Cdr. (SD) (C)

E. EDWARDS
L. W. ORCHARD

To Lieutenant (SD) (C)

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Lieutenant (SD) (C) P. A. WILLIAMS

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 Sub-Lieut. B. P. BECKWITH, RAN
 Sub-Lieut. R. T. EVERETT, RAN

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 Winter 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
ATTWOOD, C. F.	RO2(G)	Mercury	DYKE, A. H.	RO1(T)	Undaunted
ASKEW, D. M.	RO1(G)	Danae	DICKINS, S.	A/CY	Lynx
ATHEY, B.	RO2(G)	Tamar	DESMOND, E. D.	RO1(T)	Fearless
ARNOLD, P. G.	LRO(T)	Mercury	DONOGHUE, M. S.	LRO(T)	London
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ARNOLD, A. L.	RO2(G)	Mercury	DUNNINGHAM, W. T.	RO2(T)	Arethusa
ALLISON, K. A.	RO3(T)	Ark Royal	DAVIES, J. E.	LRO(G)	Artemis
ALLEN, T. W.	JRO(W)	London	DUCKWORTH, C. T.	RS	Eagle
ALDRIDGE, S. L.	CY	Mercury	DODDS, M.	RO1(G)	Cochrane
BEETON, J.	LRO(G)	Rooke	DOWSE, P. E.	RO1(G)	Warrior
BOYNTON, R.	RO2(T)	Ashanti	DUFFY, B.	RO1(G)	Victory (FOCAS)
BARLOW, D. A.	RS	Eagle	ELLIS, C. A.	RO1(G)	Puma
BORRETT, L. W.	LRO(G)	Andromeda	EVANS, D.	A/RS	Albion
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BEST, B. I.	LRO(G)	Mercury	EVES, P.	RO2(W)	Achilles
BENNETT, J. C.	RO2(G)	Mercury	EXLEY, G.	CRS	Neptune
BOTTEN, L. C.	RO2(T)	President	FAIRCLOTH, P. W.	RO2(W)	Argonaut
BOWE, E. T.	LRO(T)	Bulwark	FLEMING, M. J.	RO2(T)	Scylla
BARRETT, S. P.	LRO(G)	Eagle	FAIRBRASS, D. M.	RO1(T)	Arethusa
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CLEVERDON, D.	RO2(G)	Norfolk	GARDEN, A. S.	RO2(W)	Cleopatra
CLARKSON, I.	RO1(G)	Drake	GIBBONS, J. C.	RO2(G)	Cleopatra
COE, E. J. A.	RO1(G)	President	GIBBY, P. J.	RO2(T)	Fearless
CHALLINOR, M. J.	CRS	FOFWF	GILES, R. T. J.	A/CY	Eastbourne
CARTER, D. J.	RO1(G)	Whitehall W/T	GORE, A.	CCY	St. Angelo
COOLING, R. E.	RO1(G)	President	GILLESPIE, M.	RO1(G)	Osprey
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CHADWICK, F.	RO2(T)	Tamar	HALIFAX, B.	LRO(G)	Warrior
CLARKE, K. T.	RO2(W)	Cleopatra	HARRIES, J. B.	RO2(G)	Norfolk
CLOWES, C. D.	RO2(W)	Lynx	HEANY, M. J.	RO2(W)	Naiaid
CONGDON, M. J.	RO2(G)	Fearless	HODGES, J. A.	RO2(W)	Naiaid
CUMMINS, D. V.	RO2(G)	Cleopatra	HAIGH-HADFIELD, M. C. S.	LRO(W)	Sea Eagle
DREW, D. J. O.	A/RS(W)	St. Angelo	HINTON, G. V. P.	LRO(G)	Victory (FOCAS)
DAVIES, P. S.	RO2(G)	Naiaid	HODGSON, B.	CRS(W)	Arethusa
DANIELS, J.	LRO(W)	Lowestoft	HARDY, H. R.	A/RS	Mauritius
DENNIS, C. M.	RO2(T)	Jufair	HASSAL, W. D.	RO2(G)	Kirkliston
DEFROAND, J. A.	RO2(G)	Churchill	HUTCHINS, R. D.	RO2(T)	Centurion
D'CRUZ, M. R.	RO1(G)	Tartar			

Name	Rate	Whither	Name	Rate	Whither
HARVEY, R.	RO2(G)	Arethusa	PARREN, C.	RO2(G)	Mercury
HAWES, R. A.	LRO(G)	Dolphin	PROCTOR, A. G.	RO1(G)	Warrior
HOLDCROFT, R. H.	RO2(W)	Penelope	PEGLAR, A.	RO1(T)	Exmouth
HAZLEHURST, C.	RO2(W)	Arethusa	PRICE, I.	RO2(W)	Dolphin
HAILS, D.	RO2(G)	Naiad	PICKERING, D. E.	LRO(G)	Chichester
HUTCHINS, F. M.	LRO(G)	Terror	PARKINS, G. F.	CRS	Terror
HOWES, R. W.	RO2(T)	Jufair	PRICE, R. B.	RO1(T)	Verulam
HOPKINS, P. C.	RO2(G)	Fearless	PAFFETT, T. J.	RO2(T)	Lewiston
HARLIN, C. M.	RO2(G)	London	PHILLIPS, M. C.	RO2(G)	Fearless
HOLMES, G. S.	RO2(G)	Fearless	PADDEN, N. J.	RO2(G)	Fearless
HAMILTON, N.	RO2(T)	Fearless	POSTON, R.	RO2(T)	Fearless
HEATH, P. W.	A/RS	Neptune	RUSHMER, T. G.	RS	Tangmere
HALL, A. J.	CRS	Forth	RICHARDSON, T. J.	LRO(T)	Shoulton
HUTCHINSON, K.	RS(W)	President	REEVE, S. D.	RO2(G)	Fearless
HEAL, C. R.	RO2(W)	Cleopatra	REGAN, P. W.	RO1(W)	Warrior
IBBOTSON, J. H.	LRO(G)	Mercury	RICHARDSON, P.	JRO(G)	Fearless
IVES, C. E.	RO2(T)	Terror	RUSHWORTH, R. J.	LRO(G)	Chichester
JACKSON, P.	LRO	St. Angelo	RODGERS, C. W.	RO1(G)	Eagle
JONES, E. W.	RS	Hydra	RENDALL, P.	RO2(T)	Naiad
JACKSON, D.	LRO(T)	Glamorgan	ROOT, J. E.	RO2(T)	Eagle
JENKINS, R. D.	RO2(G)	Cleopatra	RICHARDSON, M. A.	LRO(I)	Eagle
JOHNSON, K. A.	RS	Terror	ROBERTS, G.	RO2(G)	Bossington
JEFFERSON, J. B.	RO1(W)	Eagle	ROBERTSON, A.	RO2(G)	Achilles
JARRETT, R. V.	RO3(W)	Ark Royal	RAY, R.	RO2(G)	Mauritius
JONES, L. A.	RS	Rooke	RICHARDS, D. J.	A/LRO(G)	Fearless
JONES, B.	RS	Mercury	ROBINSON, J. R.	CRS(W)	Mercury
KANE, R. T.	RO2(G)	Rooke	ROGERS, R. W. F.	CRS	President
KILLICK, B. L.	LRO(G)	Naiad	RICHARDS, K. D.	A/LRO(T)	Fearless
KILBANE, M. J.	RO2(T)	London	SMITH, J. G.	RO2(T)	Mercury LRO
KERSLAKE, R. J.	LRO(T)	Cleopatra	SMALL, D. W.	RO2(T)	Antrim
KING, R. C.	RO2(W)	London	SOUTHGATE, P. J.	RS(W)	Ark Royal
KELLETT, P. E.	RO2(W)	Arethusa	SPURLING, R. J.	RO1(G)	Warrior
KIMBER, C. F.	RO1(G)	Albion	SLEE, I. S.	RO2(T)	Mercury
KIERNAN, M. J.	RO3(T)	Arethusa	SMITH, L. G.	JRO(G)	Eagle
LORD, J. W.	LRO(T)	Eskimo	SHANKS, G.	RO2(W)	Neptune
LAWSON, G.	RO2(G)	Fearless	SMITH, C. J.	RO2(G)	Goldcrest
LINNEY, C. A.	LRO(W)	Mercury	SHANKS, R.	RO2(G)	Seahawk
LAWLER, J. D.	LRO(G)	Daedalus	SMITH, C. L.	RO2(W)	Ark Royal
LEVY, R. P.	RS	St. Angelo	SULLIVAN, V. W.	LRO(W)	Mercury
LAWMAN, I. R.	RO2(T)	Wiston	SWINFORD, D. W.	RO1(G)	Hardy
LOFTUS, T. E.	RO2(G)	Victory	SMITH, J. E.	LRO(G)	Mercury
LANGSETH, P.	RO2(G)	Victory	SCROGGIE, M.	RO2(G)	Mercury
LUCE, D.	LRO(G)	Narwahl	SMITH, C. J. M.	A/LRO(T)	Mercury
LOVEYS, P. M.	RO2(W)	Lowestoft	SYLVESTER, R. D.	CY	Mercury
LAND, J.	RO1(T)	Tartar	STEPHENS, R. V.	A/LRO(W)	Mercury
LISHER, V. F. W.	A/CY	Fearless	STURGEON, N. D.	RO1(G)	Fearless
LLOYD, D. P.	LRO(G)	Fearless	SAMPSON, T. A.	RO2(G)	Arethusa
LANGLOIS, P. C.	RO1(G)	Arethusa	SPARKES, C. L.	RO2(W)	Lincoln
LEAITY, J. A.	RO2(G)	Fearless	SMITH, M. S.	A/LRO(W)	Mercury
MURRAY, P.	RO2(T)	Arethusa	SMITH, P.	RO2(G)	London
MUIRHEAD, D.	CY	Lowestoft	SHOEMAKER, D. S.	RO2(W)	Drake
MOURNING, J. G.	RO1(G)	Rapid	SMITH, C. V.	RO2(T)	Lynx
MACFALL, G. T.	RO2(G)	Iveston	TIMMONS, J. P.	RO2(W)	Antrim
MACBARRON, M. P.	RO2(T)	Mercury	TOY, T. D.	LRO(W)	Victory
MORRIS, G.	RO1(G)	Osprey	TURNER, P. A.	RO1(T)	Vernon
MADDISON, M.	RO1(W)	Mercury (T)	TURLER, B.	A/LRO(W)	Naiad
MUGGERIDGE, M. A.	CRS(W)	St. George	TREACHER, A. L.	CY	Naiad
MUNDAY, J. R. F.	RO2(G)	Mercury (C)	TASSELL, E. F.	LRO(G)	Mercury
McFADDEN, H.	RO2(G)	Verulam	THOMAS, F. D.	RO1(T)	London
MATTHEWS, P. A.	RO2(G)	Mercury	TAYLOR, D. R.	A/RS(W)	Cleopatra
MURPHY, R. M.	RS(W)	Dryad	THOMAS, D. E.	RO2(G)	Endurance
MAXWELL, B. A.	RO2(W)	Cochrane	TUBBS, J. W.	A/LRO(W)	Mercury
MARSHAL, R. A.	RO2(G)	President	TAYLOR, J. P.	A/LRO(W)	Mercury
MADDISON, M.	RO2(W)	Whitby	THOMAS, P. R.	RO2(G)	Cleopatra
McCALLUM, M. K.	RO2(G)	Cochrane	THOMAS, A. C.	RO2(W)	Antrim
MACKENZIE, G. A.	LRO(G)	Cochrane	UNWIN, J.	LRO(G)	Mercury
MILNE, W.	A/LRO(G)	Forth	VAN DER WEYER, B. E.	JRO(G)	London
MCDONALD, B. V.	A/LRO(T)	Andromeda	WEBB, B. A.	LRO(G)	Ocelot
MATTOCKS, E. A. W.	RO2(T)	Terror	WARD, P. J.	CCY	Tamar
MARSDEN, R. J.	RO2(T)	Fearless	WITTHYMAN, M. C.	RO2(W)	Terror
MAYES, R.	A/RS	Berwick	WILLIAMS, K. E. R.	RO1(G)	Osprey
MACDOWALL, B. J.	RO2(G)	President	WHARTON, K. G.	RO2(T)	Warrior
MURCHIE, D. K.	RO2(W)	London	WOOLLACOTT, I. J.	RO3(I)	Fearless
McNICHOL, J. E. G.	A/LRO(G)	Fearless	WILSON, M.	RO1(G)	Lowestoft
NEALE, P. G.	A/RS	Duncan	WILLS, J. F.	RO2(T)	Terror
NICKERSON, M. D.	A/RS	Eagle	WRAY, C. K. L.	RO2(G)	Glasserton
NORMAN, I. D.	RO2(W)	Arethusa	WILSON, G. S.	LRO(G)	Eagle
NOLAN, M. D.	LRO(W)	Naiad	WARRINGTON, I. M.	RO2(G)	Naiad
O'HANNIGAN, D.	RO1(G)	Mercury	WILKINSON, P.	A/LRO(G)	London
O'REILLY, J. N.	RO2(W)	Centurion	WOOD, B. M.	A/CY	Fearless
OWENS, A.	RO2(W)	Mercury	WITCHER, T.	RO1(T)	Sheraton
PALMER, D. L.	CRS(W)	Euryalus	WATSON, W.	RO2(G)	London
PARKINSON, A. D.	CY	Puma	WOODGATE, E. G.	RO1(T)	London
PARK, M. I.	RS	Whitby	WILLIAMS, T. A.	A/LRO(W)	Penelope
PICKLES, D. A.	CY	Mercury	WILLIAMS, B.	RO1(G)	Fearless
PIKE, A. H.	RO2(G)	Victory	WILLIAMS, R. J.	RO2(G)	Arethusa
PARKINSON, E.	RO2(G)	Mercury	WATKIN, D. H.	RO1(W)	Mercury
PARSONS, R.	LRO(G)	Walrus	YOUNG, M. F.	CY	Mercury
PATERSON, R. S.	RO1(G)	Fulmar			

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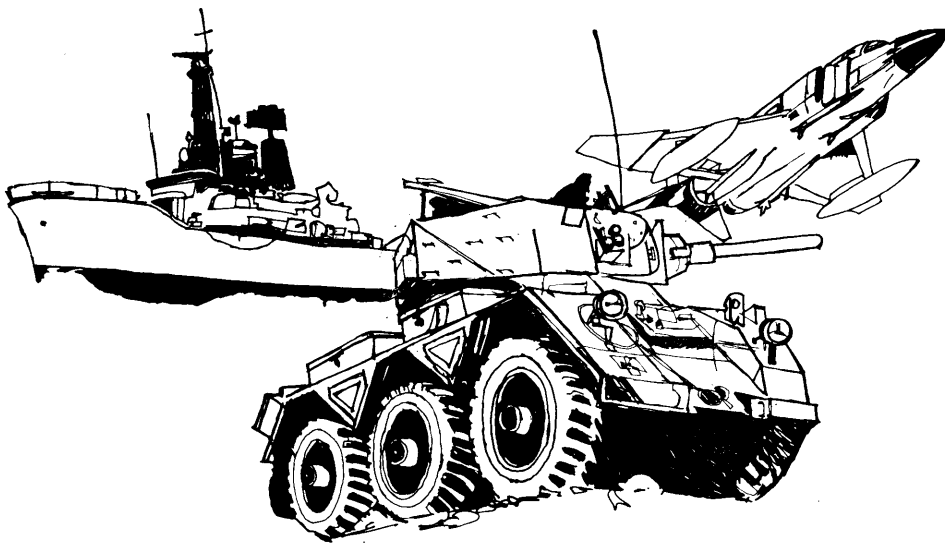
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