

612



THE COMMUNICATOR



VOL 20 - No. 5 **SUMMER 1971**

Out in front on all fronts

Redifon's new MF/HF receiver—the R.550 'Altair'—gives a choice of 'free' VFO tuning with a resolution of 10 Hz or, using a simple adaptor, full frequency synthesis in 100 Hz steps. After VFO search, transfer to synthesiser operation is instantaneous.

The fully transistorised Altair achieves higher standards in frequency and phase stability. In frequency setting accuracy, cross modulation and blocking characteristics.

It has a remarkable dynamic range with unrivalled AGC performance and front end protection. And it operates on CW, MCW, DSB, SSB and ISB.

The Altair is designed to meet the most demanding naval and military specifications at a price that is realistic to commercial users. At the lowest price on the market for this class of receiver.

Remember, it's the Altair.

Redifon Limited, Communications Division, Broomhill Road Wandsworth, London, S.W.18. Telephone: 01-874 7281.

REDIFON

A Member Company of the Rediffusion Organisation



SPECIALIST TELEPRINTER OPERATORS

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

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

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

Basic starting pay, at 25 or over, will be £24.92 pw rising to £29.52 pw, inclusive of London Weighting. Successful candidates will currently be required to work shifts and overtime which, on average, attracts a further £5 pw. There are opportunities of promotion to almost £1800 pa basic pay.

If you would like further details, and are of British nationality, telephone 01-242 0222 Ex 563, or write to:

CM(S)3H,
Ministry of Defence,
Room 802,
Lacon House, Theobalds Road,
London, WC1X 8RY

ON TERMINAL LEAVE . . . ?

Why not contact ***The Three Tees Agency***

THE Specialist Employment Bureau for Telex and Teleprinter Operators and Telephonists, where you will be assured of a welcome and offered free advice, guidance and help on employment opportunities and career prospects in Telecommunications.

Call, write, phone
or Telex:

LUDGATE HOUSE

110 Fleet Street, London, E.C.4

Phone: 01-353 3611 Telex: 22877

KINGSLAND HOUSE

124 Regent Street, London, W.1

Phone: 01-734 0365 Telex: 23452

PEEK HOUSE

20 Eastcheap, London, E.C.3

Phone: 01-626 0601 Telex: 885220

The **THREE TEES TRAINING SCHOOL** for Telex and Teleprinter Operators and Telephonists, at Ludgate House, 110 Fleet Street, E.C.4, offers those seeking employment in Telecommunications in the Commercial world **FREE TUITION** in Telex, Cable and Data Transmission routines and can provide the opportunity for you to "brush up" your keyboard abilities.

THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SUMMER 1971

VOL 20, No 5

CONTENTS

	page		page
COMMISSIONING FORECASTS	221	UNNECESSARY PROCESSES	236
EDITORIAL	223	RESETTLEMENT	239
1971 NATO COMMUNICATION COMPETITION	223	INSTALLATION OF JOHN SCOTT	240
HIGHER RANKS FOR NAVAL RATINGS	225	'I WAS THERE'	241
THE NEW FLEETWORK TRAINER	226	SUMMER CROSSWORD	243
HAVE YOU TRIED A9B	227	GOING THE ROUNDS IN MERCURY	247
X SECTION—EW	230	SHIP-SHORE NEWS	257
AIR COMMUNICATIONS IN WORLD WAR I	231	SUSSEX DIVISION RNR	278
RN COMMUNICATIONS CHIEFS' ASSOCIATION	234	COMMUNICATIONS GAZETTE	279
LETTERS TO THE EDITOR	235	DRAFTING	281

<i>Editor:</i>	Lieutenant-Commander J. H. ELLIS
<i>Treasurer:</i>	Sub-Lieutenant L. GOOCH
<i>Assistant Editors:</i>	Lieutenant-Commander M. G. M. W. ELLIS Lieutenant J. GAWLEY
<i>Secretary:</i>	RS W. J. WHELAN
<i>Business, Production & Advertisement Manager:</i>	Mr EDGAR SERCOMBE, 44, Abbots Ride, Farnham, Surrey

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, (a) Forecast duty (b) Past duty.

Types of service are as follows:

GSS	General Sea Service	HSS	Home Sea Service
GSC	General Service Commission	PS	Port Service
FS	Foreign Service Commission		

<i>Chichester</i> ..	AD Frigate, 6 September, (a) PS, (b) GSC Home/E of Suez.
<i>Galatea</i> ..	GP Frigate, 4 October, (a) PS, (b) GSS Home/E of Suez.
<i>Apollo</i> ..	GP Frigate, 26 November, Commissions Devonport, PS (Building).
<i>Mohawk</i> ..	GP Frigate, 17 April, Commissions Devonport, (a) GSS Home/E of Suez, (b) PS.
<i>Whitby</i> ..	A/S Frigate, 12 November, Commissions Gibraltar, UK Base Portsmouth, (a) GSS Home/E of Suez, (b) GSC.
<i>Rhyl</i> ..	A/S Frigate, 2 December, Commissions Devonport PS.
<i>Brighton</i> ..	A/S Frigate, 17 February, Commissions Chatham, (a) GSS Home/E of Suez, (b) PS (trials).
<i>Hermione</i> ..	GP Frigate Commissions Portsmouth December.
<i>Brinton</i> ..	Minehunters Commission Rosyth, December, (a) HSS, (b) FS Gulf.
<i>Brereton</i> ..	Minehunters Commission Rosyth, December, (a) HSS, (b) FS Gulf.
<i>Gavinton</i> ..	Minehunters Commission Rosyth, December, (a) HSS, (b) FS Gulf.
<i>Torquay</i> ..	A/S Frigate, 6 January, Commissions Portsmouth PS.
<i>Exmouth</i> ..	A/S Frigate, January/February.
<i>Tartar</i> ..	GP Frigate, January, (a) PS, (b) GCS Home/E of Suez/WI.
<i>Monkton</i> ..	CMS Commissions Devonport, January, (a) LFS, (b) HSS.
<i>Bossington</i> ..	MH Commissions and based Portsmouth. 2nd MCMS, (a) HSS, (b) LPS.
<i>Hubberston</i> ..	MH Commissions and based Portsmouth. 2nd MCMS, (a) HSS, (b) LPS.
<i>Rhyl</i> ..	A/S Frigate, End January Commissions and based Devonport. (a) GSS Home/E of Suez/Home, (b) PS (trials).



FAREWELL DINNER TO KRANJI W/T LEPs

Captain Bradbury making his after dinner speech

EDITORIAL

TRIBUTE

The run-down in Singapore has brought in its train the redundancy of the Locally Entered Personnel (LEPs) of the Communication Branch who have worked with us, side by side, in both Kranji W/T and the Dockyard for over 20 years. Their excellent services during this period ensured that our Communication facilities in the Far East were maintained at a high degree of efficiency and this has been recognised by the award of the 'Commander-in-Chief's Commendation' to the six very well-known LEPs mentioned in the Kranji W/T article on page 271.

The photograph opposite shows all four watches of Kranji W/T LEPs (the first time they have ever assembled together) at a farewell dinner given in their honour, and listening to the after dinner speech by Captain Bradbury, the Captain of HMS *Terror*. I am sure that thousands of RN Communicators, both serving and retired, will recognise many of them—and remember most of them with affection and respect.

* * * * *

It might be worth remembering that from the Autumn both the Commander-in-Chief Western Fleet and his Chief of Staff are Signal Officers. (Adml Sir Edward Ashmore and Rear-Adml John Pope respectively). All Communicators note Ephesians Chapter 4, Verse 29.

* * * * *

Those interested in the history of signals will be pleased to know that Sir Julian Corbett's *SIGNALS AND INSTRUCTIONS 1776-1794* has been reprinted by the Maritime Press. The book has been out of print for a number of years and is the principal source of information on this crucial period in the development of Fighting Instructions as well as Signals. A long forgotten chest in the United Service Institution was found to contain a voluminous collection of Signal Books as used in the War of American Independence and these together with tactical orders issued by Howe and Rodney, provide an almost complete history of naval tactics at the end of the eighteenth century.

PRESENTATION OF THE FITZHERBERT SWORD

The photograph above shows Sub-Lieut(SD)(C) Alan Arthur Colmer being presented with the sword of the donor Comdr W. Fitzherbert on qualifying top of his course. Sub-Lieut Colmer joined the RN (HMS *Ganges*) in 1954 as a signal boy and then transferred to a boy telegraphist. After undergoing a LRO course in 1960/61 and a RS course in 1963 he was selected for the 1969 (SD)(C) course in HMS *St George* and promoted to Sub-Lieutenant in January, 1970.



Commander W. Fitzherbert presents his sword to
Sub-Lieut A. Colmer

Commander W. Fitzherbert, who now farms in Sussex, qualified in Signals in 1950, and in 1954 served as flag lieutenant to Admiral Lord Mountbatten. He commanded HMS *Salisbury* from 1962 to 1964 and, shortly before retiring, served as the Assistant Director of Naval Signals.

The sword being presented originally belonged to Comdr Fitzherbert's brother who was killed towards the end of World War II. It was then passed to Comdr W. Fitzherbert who used it throughout his naval career, and used it to cut the cake at his wedding.

NATO NAVAL COMMUNICATION COMPETITION 1971

by Lieut (SD)(C) C. S. Collins

On Friday, May 21, teams of three Communicators representing Canada, France, Germany, Italy, Netherlands, Norway and the UK, assembled in Taranto, Southern Italy, to contest the 9th Annual NAVCOMCOMP. The RN team comprised:

LRO(G) M. O'Callaghan, HMS *Mauritius*, Morse reception and transmission operator.

RO1(G) J. Ham, HMS *Albion*, Teletype operator.

RO2(T) B. Burke, HMS *Mercury*, Flashing light operator.

At an impressive flag raising ceremony on the parade ground at the Naval Schools Group (Mariscuole) San Vito, some eight miles outside Taranto, Vice-Adml Camillo Cuzzi, Italian CINC Ionian and Southern Adriatic Seas, officially declared the competition open. Thereafter the teams proceeded for one week to outdo each other by showing off their high standards of communication knowledge and practical operating ability. Considering that CW and flashing is generally a little used art in this



**RN TEAM 9th ANNUAL NATO NAVAL
COMMUNICATION COMPETITION
TARANTO, ITALY, 1971**

**Rear row, left to right: LT(SD)(C) C. S. Collins,
CRS M. Puttick**

**Front row, left to right: RO1(G) Ham (Albion), Capt
Kent (CSS), RO2(T) B. Burke (Mercury), LRO(G)
M. O'Callaghan (Mauritius)**

modern era the standards achieved were indeed very high and reflect great credit on those concerned. Figures of 95% at 36 wpm over a 20 min MRX is pretty good by any standard, as is 98% at 62 wpm for 20 min on a TTX.

Italy, the host country, deservedly retained the Challenge Trophy for Good Communication for the fourth consecutive year with excellent results in all of the four practical skills, but of equal merit were the results produced by all competitors. Unfortunately the RN team, who had been producing very high results during the pre-competition training period in *Mercury*, were unable to do themselves justice when the day of reckoning arrived. Nevertheless they did well and there are no excuses, only individual disappointment that they could not get with-it when it was most needed. The tension and strain of the big occasion—knowing this is it, the big day, you are surrounded by the best operators from all the other countries, your Branch and your Country is relying upon YOU—no wonder nerves tend to take charge.

Although the RN team may have finished in the pack in the official communication events they surprised everyone including themselves by carrying off the elegant cup awarded to the winners of the four-man swimming relay. So at least one trophy graces the Signal School Mess for prosperity. Giving credit where due it must be admitted that this win was achieved with the help of a 'neo-kipper' LSRM R. Smith CF(S) who deputised for an indisposed member of the team.

As always the 10-day event was an experience that will remain long in the memories of all who took part, not only for the competitive events but also for the unstinted hospitality given at all levels by the

Italian Navy. The official and informal receptions, the tour of the Trulli region, the visit to the Castellana caves, etc. Many new friendships were formed and many old ones rekindled. Without doubt one of the main aims of the competition was fulfilled, that of promoting friendship and understanding between Communicators of NATO navies.

Saturday, May 29, saw the final action in the NAVCOMCOMP 71, the closing ceremony and the awarding of trophies and individual prizes. The prizes were presented by Madame Maria Cristina Marconi, widow of the late Marconi who needs no introduction to Communicators. The ceremony was attended by a host of civil and Service dignitaries, including members of the diplomatic corps, and was covered by the national press and television. BSA Rome, Capt J. J. Phillips, RN, was present and spent some time with the RN team afterwards. And so to 1972 and the 10th Annual tournament. The venue promises to be a very interesting one and the jungle telegraph indicates that there is likely to be a record number of countries attending. The question is 'Will you be there?' Details will shortly be promulgated of the next RN Preliminary Competition, the avenue leading to selection for the team. In the meantime waste not your talent, keep at the practice and do not hesitate to let *Mercury* know just how good you are, the Team Manager (Lieut C. S. Collins) will be only too pleased to hear from you.

One final item before going to bed. All who have had any dealings with this competition will I am sure join with me in saying 'Thank you and well done' to the man who has given his all and more, as Team Trainer for the last two competitions, CRS M. Puttick. Our loss is HMS *Scylla's* gain. Bon voyage Chief and don't forget we expect to see a couple of young whiz kids entering the arena ere long.

RESULTS

A synopsis of the competition results is as follows:
Morse Reception:

Champion Canada with 2,468 points.

RN 4th LRO(G) O'Callaghan, *Mauritius*, 2,185 points.

Morse Transmission:

Champion Norway with 2,008 points.

RN 4th LRO(G) O'Callaghan, *Mauritius*, 1,616 points.

Teletype Transmission:

Champion Italy with 6,264 points.

RN 4th RO1(G) Ham, *Albion*, 5,611 points.

Flashing Light Reception:

Champion Italy with 447 points.

RN 7th RO2(T) Burke, *Mercury*, 420 points.

CHALLENGE TROPHY FOR GOOD COMMUNICATIONS

Final Order of Merit:

	Points		Points
Italy	28	Norway	13
Canada	19	UK	13
Germany	16	Netherlands	12
France	15		

MERCURY'S FIRST FLEET CHIEF PETTY OFFICERS



Standing—left to right: FCRS A. D. Shuker, FCRS(W) D. Blackwell, FCRS D. L. Alderson, FCCEL F. J. Wright
Seated—left to right: FCRS M. J. Matthews, FCCY P. W. Kitchin, FCRS W. G. Bernard, FCCY D. Counihan

INTRODUCTION OF NEW HIGHER RANK FOR NAVAL RATINGS

THE WARRANT OFFICER

by The Editor

The Navy Department announced the intention to introduce a new higher level for ratings: the Warrant Officer. This new rate will be the highest in the rating structure. It will be available to both male ratings and Wrens. The ratings, who will be the equivalent of the Warrant Officer Grade I in the Army and the Warrant Officer in the Royal Air Force, will be known as Fleet Chief Petty Officers; *eg*, Fleet Chief Radio Supervisor/Fleet Chief Communications Yeoman.

The new rate differs from the former rank of Warrant Officer, which ceased to exist in the Navy in 1949, in that its members will continue to be ratings rather than officers. They will be employed principally on managerial tasks in billets that are now held by Chief Petty Officers where the duties are of a particular high standard. They are likely to have to accept yet higher and wider responsibilities as the Navy's management systems continue to be developed.

Warrant Officers will serve for five years longer than the 22 years from age 18 which is the normal maximum for ratings. Apart from appropriately higher rates of pay and pension they may be given various privileges consistent with their status, such as more relaxed control of their shore leave. They will wear the same uniform as Chief Petty Officers but with special cap, collar and arm badges (see photos in next column).

To qualify for the new rate men will have had to

have served for at least three years as Chief Petty Officers, or, in the case of the technical branches, Chief Technicians. Candidates will be considered by selection boards, which will take account of their Service records and look for the very best men. The accent will be on ability, not seniority.

Fleet Chiefs will be addressed as 'Mr' by their superiors and 'Sir' by their subordinates or in the case of WRNS 'Miss' or 'Mrs' and 'Ma'am' as appropriate. They will mess with Chief Petty Officers.

The first holders of the new rate in the Communications Branch are shown in the photo above.



Signals quoting the Bible have always been popular in the Navy, but has anyone ever thought of using that other great source of apt lines, Shakespeare, to the same purpose? Since there is no time like the present to start a tradition, here are a few to begin with.

At dawn: 'But soft methinks I scent the morning air.'
(*Hamlet*, I, v. 58)

Mixed weather: 'So foul and fair a day I have not seen.'

(*Macbeth*, I, iii. 38)

Good gunnery: 'A hit, a very palpable hit.'
(*Hamlet*, IV, ii. 295)

Wrath: 'The portrait of a blinking idiot.'
(*Merchant of Venice*, I, ix. 54)

Darken ship: 'Put out the light, and then put out the light.'
(*Othello*, V, ii. 7)

First night in port: 'For now I am in a holiday humour.'
(*As You Like It*, IV, i. 70)

Second night in port: 'Let's have one other gaudy night.'
(*Antony and Cleopatra*, III, xi 182)

First morning at sea: 'O horrible, O horrible, most horrible.'
(*Hamlet*, I, v. 80)

Unnecessary signal: 'The words of Mercury are harsh after the songs of Apollo.'
(*Love's Labour's Lost*, V, ii. 938)

THE NEW FLEETWORK TRAINER

by CCY E. H. Gilbert

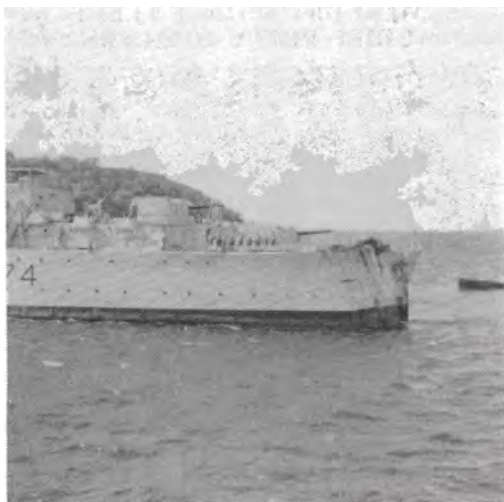
In July a second fleetwork trainer, sited at the western end of Eagle Block and designated Fleetwork Trainer West, will be ready for use in HMS *Mercury*. Although the second trainer has many new features it will incorporate a highly successful feature of the old one—the Blunder Box. For such heinous crimes as colliding with another ship (5p) and incorrect manoeuvring, etc (2½p) (with double rates for examinations and command teams) it is hoped that both trainers will support the Royal National Lifeboat Institution with the proceeds of the Blunder Box while, at the same time, educating officers and ratings in the finer arts of tactical signalling. During the period December, 1970 to April, 1971, the old trainer's BB sent £6.20 to the RNLI.

Both trainers will use the same ships' names which will be changed to those in current commission with the fleet. Some notes on the old and new trainers are given below.

The Present Fleetwork Trainer (Fleetwork Trainer East)

This trainer, which opened in 1963, must be remembered by many, I hope, with a certain amount of affection. Individuals in classes who went through the trainer in its early stages, when the concept was new, found themselves cramped into a cubicle 6 ft x 7 ft together with up to four or five other officers/ratings. All were trying to learn tactical doctrine as well as drive their symbol in a manner which did not reflect badly on the occupants of that cubicle. At the outset exercises were run at five times action speed, including the clock. Frequently ships ran off the board. Cubicle temperatures rose and air circulation has never been good. There never seemed to be enough room for study of book references or signals.

Each of the nine cubicles represents a ship by using a coloured light symbol projected on to a wooden screen at one of the auditorium. Each cubicle contains a control unit with facility for altering course and speed together with two voice circuits. Manoeuvring capabilities are good but gearing does not produce realistic turning circle. Ships can turn on a ½p piece. Max speed is 45 knots (40 for equipment safety). Acceleration/deceleration is also unrealistic, 15 knots set is instantly applied. Candidates are taught to counter most known threats—examining officers, visiting VIPs, goofers, wayward 'captains' in addition to submarines, aircraft missiles, and surface forces—concurrently with exercising leaving/entering harbour, carrier operations, RAS, and OOW manoeuvres at frequent intervals. These days candidates frequently have only a voice operator and possibly a helmsman with them. Exercises are now run at action speed by using the main control unit to deny relative movement to the other cubicles. Ventilation is still a problem, though 'No smoking at any time' helps.



FLEETWORK ERRORS ARE EXPENSIVE

The photo illustrates the consequence of a mistake in fleetwork—HMS 'Hogue' after her collision with INS 'Mysore'

The collision, which occurred when over 25 darkened ships were exercising at night, was partly caused by executing Form 1 without indicating the sequence in which ships were to form, there being no type organisation in force

The New Fleetwork Trainer (Fleetwork Trainer West)

The new trainer has the following improvements:

(a) Resiting of the control units in each cubicle. This unit is now at the right hand side of the desks, providing more space for the candidate and voice operator, the latter having a separate flexible stick microphone. Reading lights have been moved away from the centre of the desks, and a separate light for the voice operator, and strip lighting along the top of each control unit, provided. Indication of speed is clearly shown on a dial. Ventilation is greatly improved with two extra fans, all are modernised to increase efficiency.

(b) Cubicle windows of the vacuum sealed, double-glazed, type give better vision without the wide wooden lattice.

(c) From an instructor's point of view, control is simpler by the siting of the lining-up unit and main lights dimmer switch inside the control cubicle. In addition the manoeuvring graticule is automatic, and operated on the same principle as the lining-up unit (DT's will no longer be obvious).

(d) Headroom is standardised throughout at around 6 ft. (The beam in cubicle 7 is no longer a hazard!)

(e) Mr Clist (Reg), our resident electrical maintenance engineer, has a new white overall.

PS: Fleetwork Trainer East/Fleetwork Trainer West is quite a mouthful. Ideas for a quick and easy reference please to Ed.

HAVE YOU TRIED A9B

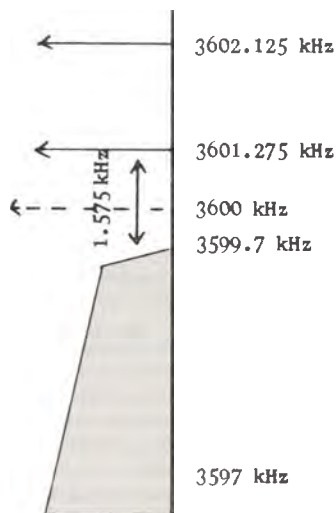
by RS(RCI) M. J. Timson, HMS Eskimo

On a radio supervisor's course in 1963, SSB was the 'in thing' and people were glibly talking about such things as COMIST, ICS, 640s, CJKs, etc, without really knowing much about what they were saying. I cannot recall though any mention of A3B, A9B or ISB. On the RCI's course in 1968, ISB was smoothly glossed over and occasionally covered by such phrases as '... and if wires for ISB ...', or '... if fitted for ISB working ...'. In reality all I remember about ISB is 'if a 640 is wired for ISB' Channel A will be the USB and Channel B the LSB.

In July, 1969, I joined HMS *Eskimo* whose fit at that time was in a depressing, transient state mid-way between RATT 2A and Standard 3B. At this stage *Eskimo* was incapable of working ISB from remote positions because she was quite simply not 'wired for ISB'. After a refit 1969/70 one of my existing 640s had been wired into the KH system for ISB working. Good news! Let's get it tested out. Disappointingly, no ship we met up with had ISB capability (or so they told me) and Portland apparently had no facilities. So the appealing idea of putting two circuits on one frequency using one transmitter and one receiver had to be filed in the pending section of my mind.

About May, 1970, *Eskimo* found herself berthed forward to RFA *Lyness* at Copenhagen. RFA *Lyness* willingly agreed to do an ISB test with me and so we selected a frequency and remoted the USB to the EWO and the LSB to the MWO. First we did a voice test on the USB with perfect results; then we did a voice test on the LSB with equally good results. What we did NOT do was to talk on both independent sidebands simultaneously. A grave error this because at this stage of the game I thought we had ISB working weighed off to a 'T' and was pleased at the simplicity of it.

The next opportunity we had of trying ISB was when we went into a long exercise with *Aurora*; I asked Mick Sleight, the RS of the *Aurora*, if he could work A9B but unfortunately *Aurora* was not 'wired for ISB'. But the *Ashanti* relieved the *Aurora* and I knew the former was capable of ISB (having liaised many times with RS Merv. Hutchings in Pompey dockyard). During this exercise it was standard procedure to have an on-line RATT circuit between the two MWOs which was used for communications liaison and signal traffic; and a TF/G Reporting HF between the two operations rooms for normal plot traffic. Here was a situation just screaming out for the application of ISB. When I put the idea to Merv, he was as keen as me to give it a whirl. The theory was that we would work A9B on a single frequency providing two circuits, F1/850/2/50 on the USB and a voice circuit on the LSB. The tones we would use on RATT were the standard 1275 and 2125Hz and we assessed the frequency range of the human voice as .3 to 3 kHz. What we had intended to appear on the air was:



Transmitting the voice circuit between 3597 kHz and 3599.7 kHz and the RATT tones on 3601.275 kHz and 3602.125 kHz. In theory, the spacing of the independent transmissions would be, on the air, at least 1.575 kHz apart.

We duly set up the circuit and tried, first, RATT simplex on the USB, no snags at all and fives both ways. Then we tried voice on the LSB and once again no snags, perfectly readable both ways. Then *Eskimo* transmitted voice whilst *Ashanti* transmitted RATT—disaster!!!—ZBZ nil on *Eskimo* and totally unintelligible voice on *Ashanti*. The reverse arrangement gave the same results. What had we done wrong? Ah! *Eskimo* discovered that we had not cancelled muting on the CJA so we did this. Then we tried transmitting as before, ie, *Ashanti* RATT, *Eskimo* voice, with much better results. *Eskimo* could receive *Ashanti* ZBZ3 though *Ashanti* still could not receive *Eskimo*'s voice. The obvious solution was that *Ashanti* had an EZ filter associated with her 640, which eventually turned out to be the case. So with the filter disassociated we tried again with a slightly better degree of success but with distortion of voice, and RATT only as ZBZ3/4. We got the books out on our respective ships and could find nothing glaringly wrong; it was noted though that where BR 2414(1) states the automatic/manual gain switch should be to Pause, we were getting better results with the switch on Short Time Constant.

The next thing we attempted was *Ashanti* transmitting both RATT and voice simultaneously and this was even more disastrous. The voice was completely drowned by the RATT signal which was theoretically 1.575 kHz away, it was at this stage that I began to curse CJAs for their round shouldered filters! Reversing the arrangement, *Ashanti* had exactly the same problem, inter-channel interference making simplex ISB using 640/CJA unfeasible. This brought up to tot time (remember?) and Merv. was

getting a bit anti-ISB at this stage so we adjourned for lunch and agreed to have another go later. I had a good delve into BR 2328 (2) & (3) and BR 2414 (1) at lunchtime and nowhere could I find anything about not using ISB on 1 frequency and my radio mechanics and REAs agreed with what we were doing and said, in theory, it should work. In practice, it didn't.

So, after lunch, Merv. and I decided to give it a go on duplex, ie, I would transmit on (say) 3600 kHz (RATT USB/Voice LSB) and he would transmit on (say) 4212 (RATT USB/Voice LSB). No problem at all, instant, perfect communications on both RATT and voice without any snags whatsoever. Elated with success, but somewhat disgruntled with the fact that neither of us had received sufficient instruction by *Mercury* in the application of ISB (has anyone?). Also a detraction was the fact that working duplex meant using two frequencies, albeit we had saved a transmitter and receiver apiece.

We carried on successfully using ISB for the next few weeks without any snags (except to patiently explain to RPs that because they could not hear the pressel switch making did not necessarily mean they were not activating the transmitter!). *Eskimo's* RPs, incidentally, were very impressed with A3J, claiming better clarity than UHF, but I feel that novelty was overriding sound judgment! My last word on the subject is that during a recent MRL5 trial in which my main communications were on MRL4, lack of communication with the system engineers at *Mauritius* was often due to an outage on MRL4 with Bahrain. Why not, I thought, have MRLs run using ISB, with an on-line RATT circuit on the USB linked directly into TARE or to a Tape Relay Centre and an off-line RATT circuit on the LSB linked to the watch system controllers monitoring position? Is this in fact not what is happening on the DCN, one channel for traffic and one for engineering?

If you should chance to meet the *Eskimo* and are 'wired for A9B' please be prepared to use it.

* * * * *

THE ABOVE ARTICLE WAS REFERRED TO THE TECHNICAL SECTION HMS 'MERCURY' AND THE FOLLOWING COMMENT MADE BY THEIR CHIEF INSTRUCTOR—CRS LOMAS

To the question in the title of RS Timson's article the answer is YES.

The Technical Section has been aware of the limitations in the use of ISB with our present generation of transmitter and receiver equipment fits for some considerable time now. In fact in January, 1968, a CSH was produced in the Section on the subject. Timson's article appears to have two points which require answering: one, an apparent criticism of 'T' Section for a failure in our educational process in not stressing and amplifying enough the use of the ISB mode of operation, and, two, surprise on Timson's part that successful ISB operation could only be achieved by duplex working.

Taking the second point first, a knowledge of the equipment concerned, particularly the receiver, should have made this a self-evident criterion of ISB working. Band suppression filtering in the aerial line (essential to prevent mutual interference), receiver muting, and if this is switched out, receiver overload protection, dictate that simplex working is impossible. Duplex working ISB has been successfully carried out by a large number of suitably fitted ships, both for trials and operational purposes, but the use of this mode of operation in a force at sea is limited because 'Net' working cannot be used. However, duplex ISB working could be very useful from a 'Picket to OTC' point of view, to isolated ships working together at some distant range (as Timson used it with *Ashanti*) and in a number of other ways which would be apparent in particular operational situations. Although no saving in frequencies is made, there is a saving in equipment, which is, perhaps, more important to ships of frigate size.

On Timson's first point, without offering excuses for his particular educational experiences in *Mercury*, we do offer ISB as a mode of operation to classes for both the 640 and ICS transmitters and associated receivers. It is not overstressed for a number of reasons:

1. Although all 640 and ICS transmitters are capable of ISB, it can only be operationally used if the transmitters are wired for ISB at the CCXs. (With the advent of Standard 3B ships, more are now fitted than previously.)
2. Its use is operationally limited due to no 'Net' working because of the need for duplex operation.
3. At the present time no nets are specifically shown in the Complains for ISB working, although, any circuit with a 6 kHz assignment is suitable for, and is in fact used by ships, for ISB.

However, recommendations and resolutions con-



WIRE AND CORDING LINES TO THE LEFT ROOM WOULD BE PLUGGED LIKE THIS AND RECEIVE LINES FROM THE ROOM PICKED UP HERE AND PLUGGED ACROSS LIKE SO, AND THE AGL PLUGGED HERE OR HERE; ASW LINES WOULD BE HERE AND TO PARALLEL KEY TWO TRANSMITTERS THE PLU WOULD BE PLUGGED HERE AND HERE, AND WHAT WOULD I USE IF I WANTED MORE LINES, SMITH? SMITH? SMITH?

tained in the ITU Regs. (BR 736) indicate that there will be no assignments made for ISB (A3B) working when the HF spectrum (1.6 to 24 MHz) is reassigned for A3H and A3J working. For this it would appear that although our equipments will be capable of operating in the ISB mode, we shall have no assignments on which to do so.

Finally, on Timson's last point, regarding the use of ISB working on MRLs. This is a useful mode of ISB operation, and we have had reports of ships successfully doing this in the past, but it has one major disadvantage and that is—the transmitter power is shared between the two sidebands when both are radiating, which will mean a reduced power received at the shore station end which may be unacceptable in some operational circumstances.

* * * * *

THE ABOVE TWO ARTICLES WERE REFERRED TO THE DIRECTORATE OF NAVAL SIGNALS AND THE FOLLOWING COMMENT IS BY THE DEPUTY DIRECTOR OF NAVAL SIGNALS—CAPTAIN P. C. PRINCE:

I am delighted to have read RS Timson's most interesting article and pleased to see how his perseverance has been rewarded. In case the slightly defensive comments above have the effect of dampening anyone's ardour for making use of ISB, I feel some history may be useful, and that these comments may encourage others to follow in Timson's footsteps.

When ICS 1 was being developed DNS (or rather DSD as he was then) discovered that he was being provided with this new capability ISB. Naturally the chance of two circuits for the price of one was too good to be true, and he set about planning how the Navy could benefit from this new development. Two things gradually emerged; first that whilst the transmitters and receivers could perform ISB no-one

had allowed the wiring etc to make use of it. As the design for most of the ICS ships was past the point of no return, the modifications, which we agreed would be restricted to two lines, have inevitably taken a long time to get into the fleet and are only now becoming available on a wider scale. Secondly, we realise that the system would only work in a duplex point-to-point mode, and if net working was required a system of radiated power control in the Command ship would be needed. This involved new development which was put in hand, but has now, for various reasons, been abandoned, and therefore ISB working has had to be confined to point-to-point circuits, using the duplex mode.

In the same way that DNS has been attempting to persuade the fleet to use higher HF frequencies, so too has he been keen to encourage the use of ISB. However, a new snag transpired—shore stations did not have an ISB capability. Last year, however, Whitehall Commcen and *Forest Moor* conducted trials with certain ships to prove that this could be overcome by the shore station using two separate receivers suitably tuned (both on the same frequency but one tuned as upper and one as lower sideband). And Whitehall Commcen are now ready to go for anyone who wants this facility; for example, if a Press circuit is required in addition to one for normal traffic. COMFEF has also done some ISB trials on MRLs.

I should add that CINCWF and COMFEF have for years known of, and issued instructions concerning the use of, ISB and explained the problems, but they have been largely defeated by the difficulty of getting together ships suitably fitted, and by the feeling that equipment limitations made it impossible to use the shore.

I, however, support Timson's general message. Here we have a facility which under certain circumstances provides the best solution to the problem facing Communicators. You should experiment with and start using ISB when you can, and if Complains and orders don't allow for it, then scream until they get amended, as in the case of high HF.

Incidentally, the fact that ICS 3 will not have ISB is irrelevant. The reason is that we are providing the equivalent facility in a better and more cost effective manner.

NOTE BY ASSISTANT EDITOR (Lieut-Comdr M. Ellis)

X Section has just received a report showing that *Eskimo* recently conducted a successful MRL trial with *Mauritius* using ISB with covered traffic channels connected to TARE on the upper sidebands and uncovered engineering on the lower sidebands. Congratulations to RS Timson for his persistence and effort in achieving this ambition.



X SECTION—EW (Short for Everybody's Wish)

by Lieut-Cdr M. A. Stockton

In the photograph that you are about to study very carefully (on this page), you will see amongst the crowd three triple staggered pulse modulated figures of human stock. They are the members of the XE sub-section of the User Requirements and Trials Section with their leader Lieut-Cdr M. A. Stockton squatting in the middle of the group whilst CRS(W) J. Wise and CRS(W) C. E. Langdon—next to the girls—are propping up the Bottle Store at the Mercury Fete (more information about the Fete can be found on page 246). You will notice that we are heavily disguised in cloaks of security which leads me to the point that we happy three, soon to be two, cannot say much about our work because of its nature—Electronic Warfare. But, like other members of X Section, we are here to help and advise on the subject dearest to our hearts.

One unclassified aspect of the field in which we tread is DF calibration and at this moment we are assisting with the re-write of BR2357 with the aim of making it into an authoritative guide to contain in one comprehensive binding all the information which is spread piecemeal in far too many documents. You should know, too, that the CRS(W) is available to assist ships with their SHF calibrations on application by signal format taken from the appropriate chapter in WOPO's. We deal in tape recorders as a side line and in particular with the latest replacement equipment, Outfit Rep, the fitting of which is complicated by the absence of a remote control unit. We are aware of this deficiency and efforts are in train to rectify the situation, but this will not happen over-night. Some ships may find it expedient to retain the original records unless they are blessed with ingenious technicians who can lash up a remote control installation for the time being.

In addition XE section looks after the Communicators interest in the planning of Ops Rooms and we are of course particularly interested in the siting of the Communications Desk and EW console, and the positioning of teleprinters for non-communicator users. You may wonder in amazement how the arrangements of some older type Ops Rooms were allowed to happen and would no doubt like to scalp the culprits, however, let me assure you that these were planned before we came in on the act. Nevertheless it is no easy battle to get what we want; other users of the compartment have their reasons for the siting of their equipment, also considered to be of paramount importance, to the extent that we have almost reached the stage of designing Ops Rooms and building the ships round them! In the ships now being planned we have made sure that the EW and Communication environment is not tucked away in some remote corner or nudged out of the door as so nearly happened to the CY's position in the Type 42 when our representative missed a meeting!

MERCURIUS

A recent quarterly report received by the Canadian Communication headquarters from a Communication Group ended with the following note:

'ps We aim to please but our currently heavy and diverse activities remind us of the Dutch boy who has 10 fingers in the dyke which is leaking badly in at least 20 places.'

A message of encouragement and advice was quickly despatched from the Headquarters as follows:

'ps Can confirm that Dutch boy also possessed 10 toes and one other appendage that could be pressed home in an emergency.'

(THE INTERCOM)



X Section relaxed, but at the ready, in front of their bottle stall.

Left to right, back row:
Miss Phillips, RO Sanders,
CRS Wise, L Wren McLeod,
CRS Fisher, Commander and
Mrs Faulkner, L Wren Jones,
CRS Langdon, Mr Elliott.

Front row:
Mr Sowden, Lieut Jones,
Lieut-Comdr Daubney, Lieut
Bunting, Lieut-Comdr Stockton,
Lieut MacLean, Lieut-Comdr Ellis, Lieut Humphries,
Lieut Prickett, CRS George

MR LLOYD-TAYLOR

by the Assistant Editor

Mr Lloyd-Taylor, the author of the following article, now in his 70's, joined the Royal Naval Air Service soon after he was 18, and was transferred to the RAF on its formation in 1918. The following year he became First Lieutenant of Alexandria Seaplane Base, and retired from the Service with the rank of Captain RAF. For over 20 years he was a member of Imperial Airways and then BOAC, concerned with the organisation and operation of their flying-boat passenger services, and becoming Area Manager for the Mediterranean and later Regional Director, India and the Far East. Subsequently he was associated with Mr Richard Lonsdale-Hands, the industrial designer who was responsible for the interior design of the 'Brabazon' and several other post-war civil aircraft.

AIR COMMUNICATIONS IN WORLD WAR 1

by A. Lloyd-Taylor

During the Summer of 1916 my application for training as an air pilot was accepted, and as an 18-year-old Probationary Temporary Flight Sub-Lieutenant RN my name was added to the list of hopefuls. With a few others I thereupon volunteered for the Marine Aircraft section, a proceeding which for some reason was at that time considered plum crazy, and caused us to be nick-named the 'Web-footed Boys'. Thus, while the majority went off to Chingford or Vendôme to learn to fly land-aircraft on comparatively efficient courses that lasted some six weeks, a small contingent of us travelled up to Lake Windermere to learn on 'hydro-aeroplanes', which was the official term for flying-boats and float machines at that time.

There we joined some half-dozen others already under instruction, and found the free and easy atmosphere a considerable relief after weeks of discipline and drill under Sergeants of Marines at HMS *President II* (the Crystal Palace). The Bowness Flying School was the Unit that we had been sent to. This had been the private venture of a pioneer and inventor named Smith, who had there designed and built a float seaplane named the 'Waterhen', which he flew until the bamboo framework could take it no longer. He had then bought an old wing-warping monoplane Nieuport, put it on floats, and in the place of its single seat had installed a tandem-bicycle frame with two seats on which the instructor and pupil sat bolt upright, with a sort of split rudder-bar consisting of pedals that went straight up and down, where the old bicycle pedals used to be. It also, we were glad to note, was now considered beyond repair: on being taken over by the Navy three FBA Flying-boats had been delivered, and on these we were to be instructed.

A naval Lieutenant named Cripps, from the Airship Station at Barrow, had come over as OC, and Mr Shaw had stayed on to act as lecturer in aerodynamics, meteorology, mathematics and any other similar subject that interested him. We also did hours of instruction and practice in morse and semaphore signalling, mostly with rather poor results I fear. The flying boats were under repair for most of the time, as a heavy landing almost always buckled the three-ply skins of the hulls. Also the 100 hp mono soupape Gnome rotary engines were in constant trouble, as were we, owing to the fact that they were lubricated by castor-oil mixed with the petrol and the fumes had a very moving effect on one's interior. So there was rarely more than one aircraft serviceable at a time, and with eight or ten pupils to instruct, and the possibility of doing this only when there was little or no wind, one was lucky to get more than a couple of flights of about ten minutes' duration in a week.

Finally after some four months and about 1 hour 50 minutes dual instruction, I was allowed to go solo, and managed to get down without breaking anything and within 50 yards of the landing target. So I was granted my 'Certificate' and packed off to Calshot, where we started all over again on float-seaplanes, but this time on a rational Service basis and an intensive course of instruction. We flew Short seaplanes with 225 hp or 240 hp Sunbeam-Coatalen water-cooled engines, sturdy machines for the period and very tolerant of mishandling by 'quirks'. In front of the pilot there stood a large radiator of vertical fins, called the 'bird-cage', which often leaked boiling water into the faces of the aspiring airmen. One took off and flew at around 60 mph, or stalled at 40 if the engine misbehaved. Training included gunnery, photography, navigation and wireless. This last comprised a crystal-set, powered by a small wind-driven dynamo fixed to a strut, and 100 feet of aerial on a reel that had to be let out through a fairlead (an easy matter), and later wound up again (which was not so easy and took from five to ten minutes). Landing with the aerial out was a sort of besetting sin with some people, and was in fact quite risky as the weight at the end would bounce up and wind itself round the tail controls.

Naturally the sets could be used only while in the air, as there was no power otherwise, even if one could have rigged the aerial while on the water. And the range was between 30 and 50 miles with luck. We used the morse keys with the flat palm of the hand as the aircraft vibrated so much while flying that no other method was practicable. In fact it was sometimes almost impossible to read one's instruments, such as they were, as the whole dash-board shook and the pointers became blurs. We communicated in simple code, using a list of some 100 standard phrases and rarely venturing into non-coded messages. In fact reception in the air was often so difficult that the ground station also confined itself to short and simple signals, which often had to be repeated over and over again.

At the end of a six or eight week course we passed out on 225 and 240 Shorts, and four of us from Windermere were sent to our first operational station, at Dundee. There we flew the same types on anti-submarine duty over the North Sea in 'spiders-web' pattern patrols lasting around three to four hours. And here our radio communications were more reliable as we carried trained observers and did not have to rely on our own rather primitive transmission and receiving, and here also the sets were better maintained. But the aircraft themselves caused some anxiety, as with their load of three 65lb bombs the wings began to show signs of distortion, the fabric between the spars wrinkling like a dog's nose. As a result they had to be modified by having the hollow box-ribs between the main and rear spars of each wing reinforced by solid ribs of timber inserted inside the box structure. This added about 60lbs to the structural weight, and made getting off the water so difficult that less fuel had to be carried. So we were happy to see these modified aircraft crated for transfer to some other station, presumably for training purposes, and new aircraft arrive to replace them.

Shortly afterwards we learned that six of us were to be sent out to Italy for anti-submarine work in the Mediterranean, and we left in high glee with our semi-tropical khaki kit for our first service overseas. Four weeks later saw us at Taranto acting as steve-



Releasing a pigeon from a float of a baby Sopwith seaplane

dores to unload stores, engines and aircraft from the freighter in which they had come out from Cardiff. And it was with something approaching dismay that we saw rising from the holds the cases and crates containing the aircraft that we had so happily said good-bye to at Dundee. In due course our Station was established at Otranto, south of Brindisi at the narrowest point of the Straits, and from there as No 6 Wing we operated these old aircraft for the first months. In the hot climate and still air they were even more difficult to get off the water, and finally we adopted the method of taxying them off the sandy beach on a slipway of oiled boards, so that when they became water-borne they were already doing enough speed for the tail to be kept in the air, and by fast taxying one was able to get outside the bay and finally with luck to stagger off the water after a run of perhaps a mile or more. Needless to say the radiators by then were spraying boiling steam instead of hot water over the long-suffering crew.

While the Short seaplanes were used for longer patrols, short scouting runs were made with the little Sopwith Baby seaplane, commonly known as the Schneider as it had won the speed-race the year before the War. This splendid little machine managed to carry two 65lb bombs and a Lewis gun, as well as a hefty pilot, and flew at around 100 mph. It was considered rather 'tricky' to fly in any sea as it was so small, and the cross-bracing wires behind the pilot's seat had to be undone and the toggles screwed up again to get the more bulky men into the cockpit. As a result one usually carried a pair of wire-cutters for use in case of a mishap and the need to 'get out quick'.

On the Shorts we carried the same sort of crystal sets that we had used in the UK, but owing to the humidity and probably the less efficient maintenance, and also to the fact that our ground station was a small portable wireless set run from a Douglas two-cylinder motor-cycle engine housed in a tent on the



Portable wireless set powered by a twin-cylinder Douglas motor-bike engine, at Otranto 1917

hill behind the Base, results were not too good. In any case many patrols across the Straits took us well out of range of the home station, and in these cases (and in case of forced landing) one had to make use of the carrier-pigeons that were carried on all patrols. And this is the place to pay tribute to these gallant little birds. Among the ratings were several pigeon-fanciers who had been sent out specially to train and care for the 100 pigeons which were on our strength. Starting from the first weeks we all co-operated by releasing them at increasingly long distances from the Base, so that within a couple of months they homed fairly regularly, and surprisingly quickly, from 30 or 40 miles out.

They were carried in twos, facing head to tail, in small oblong plywood boxes divided diagonally down the middle, with convenient holes for them to breathe through. One wrote out the signal on a small sheet of thin paper, folded it and slipped it into a little container, then with one hand one opened half the box and took out one pigeon, holding it firmly with its wings close to the body. The container was pushed into the clip on one leg, and holding the bird with both hands one threw it either upwards or downwards sufficiently hard for it to be clear of the tail-plane and fin when the wind caught its wings and tumbled it head-over-claws into (one hoped) natural flight. This operation sounds simple, but needs practice when carried out in an open cockpit and the slip-stream from a propeller. The Sopwith Schneiders had to land to release their pigeons, which was done usually when standing on a float, again not a very easy operation in anything of a sea: and this was also done either from float or cockpit in the Shorts in case of forced landing. The only time that I had to do this myself was after engine failure through a fractured oil-pipe, and when we came to use the pigeons we found their box swimming with hot oil and one of the poor things drowned in oil. The other, however, managed to get back to Base even though rather badly camouflaged with oil stains, and we were towed home by an ML, of which there were always a couple stationed with us for rescue work.

As we extended our patrols to the Austrian side of the Adriatic, preparatory to the final stroke of a torpedo attack on Cattaro, the base where German submarines were being re-assembled after having been brought across Europe from the North Sea in sections, so the pigeon service became progressively less useful. In the end it was found that, if released nearer to the Albanian mountains than to the Italian coast, there was a good chance that the bird would fly off to make whoopee with the wild pigeons in enemy territory. And at about this time a tragedy put a final end to their use with us. When we had become properly established at Otranto, with a good hard-standing and several hangars erected along the beach of the little bay, the first Bessoneau hangar of canvas on a wooden frame was turned over for use by ground transport and as a pigeon loft. I am afraid that our security was rather sketchy, as we were literally in

the main square of the town, so it was not altogether surprising when one night the old hangar was found to be on fire and was burnt to the ground. And in it died our hundred or so trained pigeons, as well as several Crossley tenders. But while they were still in use they served their purpose well, most of them having been released dozens of times in the air and having made their way safely home, and several having enabled aircraft that had forced-landed to be towed back to Base. And forced-landings were so frequent that this was a matter of great interest to everyone.

We had originally carried codes in waterproof folders with lead-weighted covers on all flights, but when we began to sight hostile aircraft and to do patrols near the opposite coast, it was considered that these were not sufficiently secure. We were accordingly issued with small reproductions printed on rice-paper, in a plain envelope bearing instructions that the code was to be swallowed before landing in case of having to come down anywhere near the Austrian coast. A favourite trick that we played on newly arrived pilots was to stick one of these notices on the lead-weighted code that was handed to them on their first patrol, and to watch for the reaction. . . .

By this time a flight of 310 hp Shorts had arrived from Kalafrana, where in the comparative seclusion of Malta a number of pilots had been trained to carry and launch a 1,000lb naval torpedo from a height of about 20 feet. Security had been tightened up and we referred to the torpedoes as 'heavy bombs' on all occasions, and they were always shrouded when carried on practice flights. Although the aircraft were in every way an improvement on the previous Short types, being larger, easier to handle and some 10 mph faster, they had their drawbacks. They flew at about 70 mph and had long extensions to the upper wing, and on the instrument panel had a notice: 'This aircraft should not be dived at over 90 mph at which speed the extensions become unsafe.' Also, when a torpedo was to be dropped the rear



An RNAS carrier pigeon showing the message container attached to leg



Pigeon that saved four lives, but died of exhaustion after arriving back at base

inter-float strut had to be removed as the nose of the torpedo was directly above it, and when this was done the heels of the floats spread several inches. Landing even with almost empty tanks was quite a ticklish business. For the attack on Cattaro the aircraft could carry only three hours' fuel, so they had to be towed out on sleds by MLs to within 50 miles of their objective. Then in the dark they had to be got off the sleds, started up (by compressed-air bottles), and take off with their 1,000lb load. Weather forecasts proved to be completely wrong, a heavy sea developed during the tow, some of the aircraft were damaged, some sank, only one got off the water and that was recalled. So no credit was obtained by anybody for this unfortunate operation. No communications by wireless were permitted, but it was found later that the whole operation had in any case been shadowed by two submarines and so the enemy were well prepared.

I end this account with a story concerning the first valve-set that was sent out to us for use in the air. It was treated with great respect and was installed in an aircraft that I usually flew myself, as I had by then climbed to the eminence of a second ring and was felt to be comparatively 'safe'. Its arrival coincided with a spell of bad weather, that continued for weeks and when it finally improved left a nasty swell outside the harbour. Finally, however, it was felt that one should be able to get off light, and I

took out the precious set with our best operator for a trial transmission. Once outside the bay it looked a bit daunting, but we opened up and she bounded forward, gave three good bounces and seemed to be 'off', but a fourth wave-crest proved too much for the front float-strut, which broke and allowed the floats to spread like the legs of an unsuccessful skier. The machine gently stood on its head, we climbed up onto the tail, and a launch took us off just as the plane finally sank, taking with it the ill-fated set. My reception on landing was anything but friendly, but the tension was somewhat relieved by a signal from the OC, Wing Cmdr 'Snakey' Oliver, which was handed to me. It read: 'Congratulations on your marvellous repeat marvellous escape stop Did you save the women and children first.'

RN COMMUNICATION CHIEFS' ASSOCIATION

by The Hon Secretary

The next reunion of Members of the Association will be held in the CPO's Mess on Saturday, September 11. Membership now stands at 247 and we look forward to seeing a great many of these old faces on that day.

The Association has aligned itself with the preservation of *HMS Belfast*, our last and biggest cruiser of the second World War. Short of committing itself financially it has offered to assist in any way possible with the object of restoring the ship to her wartime condition. It is hoped that she will eventually be berthed in the Thames as a Naval War Museum and as a tourist attraction which would make her financially self supporting.

Our hearty congratulations to three of our Members recently promoted to Fleet Chief Petty Officers. Mr W. G. R. Bernard, Mr D. L. Alderson, both of *HMS Mercury*, and Mr D. J. Bignell of *HMS Antrim*. Congratulations also to CRS(W) D. L. Palmer of *HMS Euryalus* on being provisionally selected for the pre-qualifying course at the SD School and to ex CCY H. Pine on being awarded the RNR LS and GC Medal. He already holds the RN LS and GC Medal. A record? We believe it is.

The Association now has its own Tie with a very suitable motif. The cost of these is £1.20 and they can be obtained from the Hon Secretary.

New members are always welcome. For particulars please write to the Hon Secretary, RNCCA, in the Training Records Office.

11 Botteslow Street,
Hanley,
Stoke-on-Trent,
ST1 3LY.

As a member of the Great War Navy Sparkers Association I received a list the other week of all the members and their addresses, so as one name rang a bell, I wrote to a chap in Sleaford Lincs named Lapham, as I knew a PO Tel named Lapham who was an instructor on the old *Vernon* where I passed out as a Boy Tel in 1914.

Another little story: Apparently it is a rule of the Great War Navy Sparkers not to have any 'Brass' on the top table at the reunions but one could invite a guest, a couple of years ago, as many men spoke of serving with 'Lord Louis' I had the damned cheek to write and invite him to be my guest, and he replied in a very fine letter that he had so many commitments he thanked me for the invitation, but was unable to come. So I wrote to him the other week, sending him

I wrote to one member at Eastbourne named Gordon Evenden saying that I shall be arriving there on September 25 so probably I shall be going up from Eastbourne with him this year, whereas previous years I have gone down with my old pal Harold Mills G3AJB from Whitby who was a member of the RNARS but who is now deceased. Hope this bit of news is interesting to our members.

This signal history sheet was sent to me by my mother shortly after my father's death and I considered it worthy of a viewing because of the exceptional examination results. I wonder if it has ever been equalled—it has certainly not been beaten. It is interesting to note that in the 54 years that have elapsed since the form shown was revised the content has changed very little.

(By the Editor: Is it a record? CY Richardson's father was recommended for higher rating 'On account of passing with full marks recommended for Leading Sig.')

To be kept attached to the Service Certificate until final discharge from the Service, when this History Sheet is to be dealt with as laid down in clause 3, article 834, of the Admiralty Instructions.

S. - 1246 (late S. - 1326).

T.S. - 87.

(Established—July, 1901.)
 (Revised—July, 1917.)

SIGNAL HISTORY SHEET.

Name *J. F. [illegible]* Official No. *[illegible]*

EXAMINATION RECORD.

RECORD. To be filled up according to the result obtained after examination for higher rating, or after qualifying or re-qualifying in a Signal School.

Date	Ship or Signal School of Examination	Rating	For what rating examined	Passed or Failed	Score—marks	Flag waving	Lamp	Practical				Books					General Ability	Initials of Examining Officer	
1	2	3	4	5	6	7	8	Search Light	H.M.S.	Sounder	Message	Part I.	Part II.	Part III.	Paper	Book	Tele-graphy	19	20
<i>1917 Nov 10</i>	<i>R.H.M.S. W. Porpoise</i>	<i>C/Sig</i>	<i>Navy Sig (C)</i>	<i>P</i>	<i>100</i>	<i>100</i>	<i>100</i>					<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>		<i>Sgt</i>	<i>Mun</i>

Instructions for filling in columns to be specially advised to:

- "O" placed after the rating examined indicates a score.
- "R" indicates re-qualifying.
- F. or P.—Percentage of Marks obtained at Successful Exam.
- To be filled in with V.G.I., V.G., G., F., or Ind.
- No. of words read correctly in five minutes.
- Percentage of marks obtained.
- V.G.I., V.G., G., F., or Ind.

[7786] 5000/5231 5000 5150 5140 504 503

Dear Sir,

I enclose two photographs which may interest you and may be suitable for publication although probably too late for the Summer issue.

The photographs are of Red Watch from the NATO Major Relay, COMNAVSOUTH, Lascaris, Malta, during Exercise 'Dawn Patrol' and actually taken on Monday, May 10, the first day in tropical rig on the island.

I suggest it is an ideal form of proof that NATO *does* work as you will see by the names I have put with the photographs.

Best wishes and kindest regards.

Yours faithfully,

R. A. FLETCHER,

CPO Coder, London Division, RNR

Editor's note: Unfortunately only one photograph was suitable for reproduction.



Left to right: CPO Coder R. A. Fletcher, London Division RNR, PO G. Leva, Italy, CPO L. Fantasma, Italy, PO D. Tranchino, Italy, PO Wren RS M. Rodgers, Ulster Division RNR, WRO R. E. Mould, WRO Hazel, Ulster Division RNR, PO R. Conchin, Italy, WRO Wyatt, WRO V. Seager, PO B. Raiano, Italy, WRO C. Ryan, Solent Division, RNR, CPO G. Cimpri, Italy (NATO Regulating Chief), CPO Y. Odiyev, Turkey (Chief of Watch), CRS J. W. Mallaburn, Maidstone RN(W) Reserve

Dear Sir,

The introductory sentence of T1's article in the Spring Edition was both unkind and uncharitable and, at least in part, untrue.

Technical may have been regarded as a black art by the newcomer initially and I have every reason to suppose that it still is. As an ex 'T' Section Instructor I must staunchly deny that we made it appear so, and assert that, on the contrary, we probably did more than it is practicable to do now to lighten their darkness.

That there was an era of black magic cannot be denied, and this extended over the period 1946-1952 I would suggest. It was at about this time that we heard too often the explanation, 'It's a feature of design—like the wheel on a wheelbarrow' with no

attempt to determine the real (and probably interesting) reason.

Moreover, the idea of joint Schoolie/T Section sessions was introduced in the late 50's and its failure was in no way due to any lack of dedication on the part of T Section.

I wonder what such stalwarts as ex Lieut-Cmdrs, Lieuts R. C. Swan(RAN), S. F. Berthon and P. M. Stanford and CRS's K. G. Dence, J. W. E. Kelson, V. Fisher and, not least, his own CRS G. Laws (to mention only a few) thought when they read the article?

Yours sincerely,

W. C. TINKLER, CRS

UNNECESSARY PROCESSES

by E.Y.C.G.

There must be very few ship or shore signal organisations that consider they are happy with their space, equipment or staff allocation. Any economy in all three items is worth all the tots and charm necessary to achieve co-operation. One of the main users of communications is the stores departments. I know we all have stores demands passing through our hands but I had never appreciated what a flood of demands a fixed-wing carrier churned out. The traffic flow is not caused by just one signal, producing one spare part; Storedem's tend to set a 'Pasep' chain signal reaction that outpaces Einstein and the split atom.

Consider the life of a conventional store demand. It is produced and typed on an Imperial by a Stores Assistant in an office in the bowels of the ship. He checks it, passes it to the Stores Officer, who signs it, but seldom checks each figure on it; the signal is released by someone who certainly never checks the details. It is then re-typed in the MSO, with a Date-Time Group, distribution and routeing indicators added, and re-checked again, repeating figure for figure these dreadful rows of pattern numbers. If the MSO/MCO are pushed, the Storedem gets pushed down the pile.

There are unnecessary processes in this flow. The stores assistant can type, because he typed it originally. He checked all those figures himself before he typed it, so why do we do it again? Fix him up with a teleprinter and autohead, and he can produce an ormig master and a tape (see photo).

He should type on the distribution; as a stores assistant he knows which departments are interested in these OGO gobbledgeegee figures.

He can even type such items as 'OUT' 'IN TRANSIT' 'CDR S' on a bottom line. I must admit that we are old fashioned enough to allocate the date-time group ourselves. I promise to obey the books on that subject just after the Signal School itself changes over.



The processes we actually complete are

(a) Adding a date-time group and serial number in biro on the Store's Assistant's ormig master. Rolling off for the vector packs.

(b) Add a serial number on the bottom for our own office use.

(c) Re-tape by adding the routeing indicators, then letting the stores office prepared tape flow through the autohead.

The advantages to us are

(a) The longest process, typing blocks of figures in a text to cut a tape, is well away from us, and it takes the SA no longer as he had to type the signal out anyway. He also has the space in his office.

(b) We do not have to verbally check the text of storedems between two ROs.

(c) The distribution is dictated by someone who knows what stores he is talking about.

(d) He likes doing it. We dislike doing it.

(e) I no longer get asked if we transmitted a figure incorrectly when items appear in thousands instead of hundreds.

The disadvantages are

(a) The teleprinter and autohead have to be provided—answer, from stores spares.

(b) The Cdr(S) cannot easily alter the ormig before releasing the signals—but he very seldom wishes to.

(c) The SA had to have a full quarter of an hour instruction on signal layout, but when he passed over to his relief, he passed over the brief.

The system has worked very well for over six months, that means over 2,000 storedems of DIG OGO alone. It could easily be expanded to include the routeing indicator for fixed points, such as store depots, but for mobiles such as RFAs it is better to keep that bit of magic under our own control. Remember the—IF THE JOB THAT.....IT.

Save by allotment— through National Savings

There are convenient Naval facilities for saving by allotment through these National Savings securities—

National Savings Bank

Ordinary Accounts (if open on 31st December 1971) pay $3\frac{1}{2}\%$ interest per annum. First £21 of interest free of U.K. income tax.

National Savings Certificates

Decimal Issue. $5\frac{3}{4}\%$ tax-free interest. £1 becomes £1.25 in four short years.

Save As You Earn

Add £2 to every £5 you save through SAYE. Generous tax-free bonuses.

Ask at your Pay Office for further details, or write to:—The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex, HA7 4PX.



H.M. FORCES SAVINGS

COMMUNICATIONS AS A CIVILIAN

WALBROOK TELECOMMUNICATIONS, LONDON

1. Offer to Service Operators, male and female, a four-week course to ease resettlement problems.

There is no charge whatsoever for this course.

The four weeks are spent as follows:

Week One Comprehensive grounding in Commercial Telex organisation and procedure by way of lectures plus practical training on a variety of machines.

Week Two Visits to Commercial Communications Installations. Plus further practical training as required to increase speed, accuracy and tape reading ability.

Week Three Opportunities to operate 'Live' with a variety of firms alongside their own operators.

Week Four Interviews arranged with commercial organisations for positions in their communications departments.

2. WALBROOK TELECOMMUNICATIONS recruit staff for:
Airlines, Shipping Companies, Oil Companies, Importers, Exporters, Stockbrokers, Merchant Banks and many other companies.
3. Every assistance possible will be given to the Service operator for placement in suitable employment on termination of Service engagement and although week four is of more benefit to personnel seeking employment in the London area, assistance can be given to those seeking employment in other areas through our provincial branches.
4. Ideally the course should terminate immediately prior to discharge as good jobs are snapped up and employers are reluctant to wait several weeks for an operator, no matter how good.
5. For further information please contact:

Mr. J. E. JORDAN, M.I.S.M.,
WALBROOK TELECOMMUNICATIONS,
51 TOTTENHAM COURT ROAD,
LONDON, W1P 0EU 01-636 8393

Engineers

Technical staff desiring advice and assistance are invited to contact:

Mr. C. MATHEWS, B.Sc.,
COSMO TECHNICAL SERVICES,
17 SHAFTESBURY AVENUE (near Piccadilly Circus),
LONDON, W1P 0EU 01-734 7232

RESETTLEMENT

by Colin Netherton

In the Easter edition of *THE COMMUNICATOR* I wrote of the various problems associated with the transition from Service to civilian life. Here now is a little more detail of the types of courses available to you as a prospective civilian.

There are three basic types of course, any one of which may be taken during the last six months of your Service career, provided you can be spared. BR1797 Chapter 12 gives details. The courses are:

- a. Pre-Release Vocational Training (PRVT), at RNB Portsmouth.
- b. Pre-Release Vocational Training (PRVT), with the Army at Aldershot or Catterick.
- c. Civilian Attachment Course (CAC).

Further details of the PRVT courses are also contained in Resettlement Bulletins.

Civilian Attachment Course

If you have decided that you want to work with a firm or business and if the firm is willing to accept you, you may have 28 days' training with the firm of your choice. To obtain this, you will need from your prospective employer a letter addressed to you personally stating that he is willing to train you for 28 days and that he fully understands that he is not obliged to pay you (you will still be in receipt of your Service pay and allowances).

Post Release Courses—Government Training Scheme

Lack of space prohibits the listing of the 50 or so different trades in which you can be re-trained; these can be obtained from your Resettlement Officer. The Government Training Scheme is administered by the Department of Employment (ex-Ministry of Labour to you old 'uns!). How to obtain a course? When you have your six-month-point interview with your Resettlement Officer, you will, as I have noted in a previous article, be required to complete Form ED828. Question 16 of this form enquires whether you need a course under the GTS; if you answer 'yes' to this question, you will be required to attend a Resettlement Interview Board at RNB Portsmouth or Devonport (as you require), where a form of application for you to attend a GTS training centre will be completed. Completion of this latter form gives you six months' seniority over any civilian awaiting a similar course. A typical course might be one for a plumber: it would consist of 26 weeks at a training centre followed by 60 weeks with an employer.

A word of warning is needed, however: pay whilst under training, although tax free, is not a lot—the exact amount would depend upon the number of children you have, any mortgage liability, and so on. As an example, if you have three dependent children and a mortgage, your weekly salary would approximate to £17 tax-free. Your Resettlement Officer will have details of the pay rate for any particular course. Remember that it is the Government that is paying

for your training; if you find the going too difficult you can apply for Supplementary Benefits from the Department of Health and Social Security whilst undergoing Government vocational training: this will require investigation of your financial commitments by the Department. Note that, even with your six months' seniority, you must not expect to leave the Service on a Friday and start a GVT course on the Monday; there is invariably a waiting list so, to maintain a steady income, you may need to find an interim job to keep you going until your particular course starts.

Summarising: you must be prepared to do some spade-work yourself; you cannot expect plum jobs to be handed to you on a plate. The choice of your second career is an important one, and entirely yours—think early and prepare wisely.

HOW I RESETTLED

by Mr David G. Hoy (ex-CRS)

I left the Navy on June 28, 1971, having properly prepared myself for civilian life, although not for this particular job. I obtained my basic four 'O' levels with Service facilities and night school, and reported in to the Resettlement Office at RNB Portsmouth last February. My thoughts before leaving the Service were that I should become a freelance Technical Illustrator, and I prepared myself (with night school study, etc) without calling on the services of the Resettlement scheme. It became rapidly apparent that this was not to be, however; I therefore found myself thrust back into the arms of the Resettlement Offices with very little time to re-plan my civilian career and obtain appropriate training.

The Resettlement Office in *Mercury*, in the person of CRS Colin Netherton, turned up trumps; I found his organisation superbly geared to my requirements. I went to him at the beginning of June—barely three weeks before leaving the Service—he was immediately able to show me a job in which I might be interested. I reported for interview at the offices of a well-known merchant bank in London, knowing nothing of what was expected of me. I was not asked for any educational qualifications, nor was I told what the job might be. I gave them a potted history of my naval career and my domestic arrangements, and was then offered a three month training period on full salary, to be followed by offer of a contract if I was found acceptable and if I found it just as acceptable!

I accepted this provisional offer, and started commuting daily from the Portsmouth area in which I continue to live. On joining the firm, I was delighted to find other ex-Communicators: John Buchanan (ex-CRS), Denis Forth (ex-CRS), ex-Yeoman Hurd and Tom Ryrie (ex-CCY), and they have made me feel welcome and given me much helpful advice. My job consists basically of running the large filing system and staff associated with a big banking concern. The main qualification appears to be a good memory; evidently a useful attribute of

Communicators! The management-staff relationship is good; certainly my bosses think highly of the adaptability of the ex-Servicemen, Communicators in particular, in their employ.

One lesson is clear. I knew of the facilities offered by the Resettlement Advice service, but chose to try to go it alone. Had I asked for help and advice earlier, my last-minute panic might well have been avoided. I was lucky, and fell on my feet. **YOU MIGHT NOT!**

THE INSTALLATION OF JOHN SCOTT AS THE VICAR OF HINDON (WILTSHIRE)

The Reverend John Gabriel Scott, OBE, LTH and sometime QHC, Honorary Chaplain of the Royal Naval Communications Chiefs Association, who during his long and varied Service career had a close and very happy association with HMS *Mercury* was, on June 29, inducted as Vicar of Hindon by the Lord Bishop of Sherborne.

The Service of Institution was a most impressive and moving ceremony which brought out clearly the mutual duties and dependence of Vicar and Parish. From the solemn pledges made by the future incumbent and the people, everything emphasised a sense of duty and high purpose. The human relation was clearly present in John's dedication to his people.

A medieval ceremony of processions of various orders of the clergy with church wardens and theological students, the reading out of the official charter, the signing of the document, the carriage of the key to the church door and the incumbent's action of striking the church bell seven times, in order to gain admittance, was all made to seem entirely relevant to a very different age and, in fact, timeless.

A naval contingent, consisting of Rear-Admiral C. D. Madden, CB, CBE, MVO, DSC*, Captain and Mrs B. H. Kent and family, Commander and Mrs G. Emmons and family, Fleet Chief Radio Supervisor D. L. Alderson, Chief Radio Supervisor J. N. Hilder and D. Maskell, joined John's family together with the large congregation in the dedication of their ex-Chaplain and friend to a new duty and, on behalf of his very many naval friends and local associates of Catherington, Horndean and Clanfield, to wish him well in his new Parish. There is no doubt that in what appears to be a Parish with a strong Army flavour will soon become 'navalised', since the incumbent's first address to the congregation described the local school room as being 'two hundred yards down the road on the *port* side'.

After the service, the pleasant and informal gathering for refreshments left no doubt that John is as welcome in his new environment as he was amongst us. We wish him God Speed and every happiness, and look forward to the establishment of a notable naval presence in rural Wiltshire.



His savings are piling up —are yours?

Provident Life progressive savings scheme and Life Assurance offers you, at age of 18, a cash payment of £969 when you leave the Navy after 22 years' service, plus life cover for the family. For only £3 per month — or a pension of £195/12/- a year at 65—saving and security.

Period of service	Monthly allotment or banker's order	Family cover in the service	Pension on civil retirement
22 years	£3 per month	£969	£195.60 p.a.

*A With Profit Endowment Policy is the best hedge against inflation. A reversionary bonus of £3.50 per cent, plus an additional bonus on claims during 1968 has just been declared and details will gladly be sent on application.



Fill in this coupon now—and send it off

To Provident Life Association of London, Limited
246 Bishopsgate, London, E.C.2.

Please send me details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age Next Birthday

C.7.71

ON RETIRING

(As delivered by Lieut-Comdr D. Coggeshall and Lieut-Comdr W. C. Waters (SOTA, RCO) at the *Mercury* mess dinner in their honour on retiring) (jointly and to the tune of My Brother Sylvest).

This Summer Time you know,
Into Civvy Street we'll go,
And we hope that you lot not disgracing.

We won't get the friendship,
We won't get the laughs,
And we really don't know what we're facing.

Now just listen to me,
And I'm sure you'll agree,
That we somewhat resemble each other.

We've come up through the ranks
And we've both trod the planks,
And he might well be my twin brother.

We've travelled the Wide World,
So near and so far,
And in case you don't know it,
We'll say who we are.

We're the twins ting a ling a ling a ling,
We're SOTA RCO,
And you know as we go,
When we're out—there's no doubt,
We are so much alike,
In our figure and height.

All say as we pass,
There go two of a class,
Me and my friend,
So Tee ay,
Ar See oh.

I WAS THERE! THE CARLISLE INCIDENT

by ex-PO Tel R. L. Maguire

Fifty years ago—on March 6, 1921, to be precise—I was privileged to take part in what has been described by Lloyds of London as 'The greatest sea rescue of all time'. We were at Bako, Formosa, supposedly the first British warship ever to visit the place. Wireless communication in those days was always difficult. Transmitting sets, mostly of the 'spark' type, had a full range of about 200 miles and receivers were not much better. The 'Old Faithful' crystal and perhaps a home made detector with one or two valves was the usual ship's receiver. The operator had to sit in a sound-proof cabin, the door itself being made of plywood, four layers, lined with lead and stuffed with any material to obliterate noise and vibration. I was the operator on the Merchant Navy wavelength of 600 metres. The

noise from atmospheric was indescribable, about a dozen ships were transmitting all at the same time.

SAVE OUR SOULS

Then suddenly I heard it—SOS SOS SOS—it was the weakest signal of those transmitting. I informed the LHOW and was informed that Stonecutters, the huge naval wireless station at Hong Kong, was re-transmitting the distress calls on her powerful arc transmitter. The signals I was receiving came from a merchant ship near the wreck. At about 1900 we received a signal from C-in-C China, Adml Sir Alexander Duff, 'Proceed with all despatch to such and such a position'. We were about 150 miles from the wreck and with boilers going at full blast were touching 25 knots in half a gale throughout the night. At about 0700, we reached the Lamocks, a string of rocky islets. The whole ship's company not on watch was on the upper deck and the sight that we saw was really terrible. The ship, the *Hong Moh*, was broken in two, each part stuck on the rocks and heavy seas breaking over her. Her decks, rigging and funnels, had Chinese clinging to them for dear life, to us it looked like hundreds of them and every time a wave broke so we saw them washed away by the dozen (we found later that she had 1,100 onboard).

EVANS OF THE BROKE

As we circled the Lamocks, our Captain, 'Evans of the Broke', was no doubt wondering how we could get near enough to help. There were ships of at least six nations on the spot, some were too big to even attempt to go in amongst the rocks and try to help, others must have thought the risk to themselves too great. Late in the afternoon Capt Evans had decided we were going in to try and do something. All hands were on deck lashing empty casks together and all available timber was made into rafts and made ready for dropping along with Carley rafts. We got within 100 feet of the wreck, making valiant signals to the Chinese to jump and then dropped all our rafts, Carley and home-made. Some of the Chinese did jump, but the majority of those who did, sank immediately. We later found out that the 1,100 passengers were nearly all loaded with Chinese dollars in bags, strapped to their bodies. With the Chinese dollar being slightly bigger than our own 5s piece and each Chinese having several hundred on him, you can imagine what chance they had when they hit the water. By this time, Evans had estimated that there were about 300-400 left onboard, so he slowed down to 5 knots, ordered all boats to be lowered, he himself getting in the motor boat and, taking all the boats in tow, got to within 50 yards of the wreck. Once again the Chinese were urged to jump, they refused, so without a 'By your leave', Evans proceeded to undress down to his vest and pants, grabbed a spare towing line, tied one end round his body, gave the other end to the motor boat coxswain, 'Clubs' Eldrett, and said, 'Pull me in if you

think I'm drowning'. He dived in, swam to the wreck (and it was freezing cold) showed the Chinese that we were ready and waiting to pick them up. With that encouragement they did jump and our boats picked up nearly 250 of them. Strange to relate there was only one woman among the survivors. As Evans got back onboard the motor boat to tow all the smaller boats back to the ship, the propeller got fouled with the towing lines. Without a thought, Evans was over the side again, he was a powerful swimmer and a very fit man. He made at least six one minute dives to try and clear the screws, eventually he gave up and AB 'Ginger' Whitehead took over and cleared the screws. Back on board the galley was going full blast and those of us not on watch were brewing gallons of soup and kye. When it was finally decided that no living person remained on the wreck, all boats hoisted, Evans back on the bridge, we slowly made our way out of the rocky islets. Throughout the whole of this operation, the quartermaster on the wheel of the *Carlisle* was L/Sea F. Matthews. By a strange coincidence 'Clubs' Eldrett and 'Spoff' Matthews are both members of Enfield Branch RNA with me.

DESERTING SHIP AT SEA!

Lloyds recognised this operation so much that they struck a special gold medal for Captain Evans and two silver medals for 'Clubs' Eldrett and 'Ginger' Whitehead. We returned at full speed to Hong Kong, but Captain Evans was on the carpet for 'Deserting his ship at sea'. We never knew the outcome of that 'carpeting' but Evans still made headlines by reaching the rank of Admiral as the youngest ever. Throughout China his fame and bravery spread, he was the hero of all China. We who wore the *Carlisle* cap ribbon could do no wrong. In Swatow, the silk weaving town of China, they made a huge flag-cum-pennant, it was over 100 feet long, a huge red dragon running the length with 'Evans'—'Carlisle'—'White Lady' embroidered on it. We only flew it a couple of times then it disappeared. I did hear that the CinC forbade us to fly it.

THE COCK LINNET

Evans was probably the most popular man in all China and Japan. News of his gallantry spread quickly in the Far East and the *Carlisle* was always known as 'The White Lady of the East'. But 'Taff' Evans, as he was affectionately known, always called his ship 'The Cock Linnet' because everyone was happy and always whistling. Taff was not popular with the top brass. Where sport was concerned we won practically everything on the China Station. We reached the China Cup Final, the final game versus *Curlw* was due to be played at 3 pm the next day, but at 8 pm the day previous, we received orders to proceed to Vladivostok at 11 am on the day of the final—Emergency meeting! Taff asked the Captain of *Curlw* if his team would be willing to play the Cup Final at 6 am—agreed, and so the game took place. *Carlisle* won 4-0. A model of the *Carlisle* was made onboard, everyone of the ship's company did something towards it. When Taff left the ship for

home, I was given the honour of presenting that model to his beautiful wife on behalf of the ship's company.

KENYAN NAVY

by Lieut (SD)(C) Leposa, KN

The Kenyan Navy has adopted Army ranks, thus instead of RS, LRO, etc, we have Sergeants, Corporals, Privates. We still wear Naval uniforms and in all respects consider ourselves as Navy. Our equipment is fairly modern—in shore establishments we use a Racal Type TA127 1kW transmitter and a RA17L receiver with the odd B40 here and there. In our patrol boats we are fitted with TRA355s with a 125W output in the HF band and 696s for UHF.

All Communicators visiting Mombasa can be assured of a warm welcome both in climate and hospitality. We are keen to carry out exercises with ships in harbour and manoeuvres with ships proceeding to sea. Recently we carried out harbour 'Navcomexes' with *Argonaut* and then proceeded to carry out manoeuvres with her as she sailed for the Far East. Any Communicators who were in the RNTT (KENYA)—(in Kempfenfelt Block in 1966) will be made especially welcome if they pop into Mombasa.

CHARITY WORK—A DIFFERENT APPROACH

by S/SGT (Y of S) Ross (AT Section)

At the time of writing this article, charity walks have indeed been taking a verbal pounding from all quarters and came to a head only after a few fatal accidents involving charity walkers. One wonders just how many people really felt that there was no point in charity walks, except of course helping the charity, and would agree to pledge a sum per mile just to help the 'end product'. My own Divisional Officer is in fact quite notorious for his open feelings on the matter. One hears of an unsuspecting potential charity walker asking for a pledge per mile only to find oneself greeted by a verbal barrage on the uselessness of all that energy! Now ask yourself, is walking the most useful way to raise money for charity? Now I think, believe it or not, that it is the easiest way of making money. Those of you who are still nursing blisters from a recent walk may not agree. However, my own thoughts were to do something different: how to divert the energy used on a walk to a more useful cause. How better than to go to a hospital, an old folks home, an orphanage or some similar organisation and work for them? This, unfortunately, is not always as easy as it may seem. I asked the Secretary of a large hospital in Portsmouth. A place that size, I reasoned, would jump at a 'pongo' prepared to labour for a day. I was taken aback to be told that the Secretary, on behalf of the hospital, was most grateful for my offer, but could not accept it. The Unions would complain of workers' overtime being affected, employing casual labour, etc, etc. No amount of argument could sway him.

The British Limbless ex-Servicemen's Medical Association (BLESMA), Southsea, on the other hand, were more ready to accept my offer of help. In fact, I should have approached BLESMA first, but at that time I did not know of the organisation. So on the appointed day I appeared, ready to work. I started by helping to wash and dress an old chap. Then it was emptying all the bins, making an awful lot of beds; then the toilets had a good scrubbing out; morning coffee for all the residents; take an old chap out in a wheelchair for a walk along the sea front, polish a few floors, lay out the dining room; serve lunch—clear up—wash a mountain of dishes. Half an hour for my lunch (phew)! Back to work: clean up the dining room, turn down all the beds; serve afternoon coffee, lay out dining room for dinner. Burst hot water pipe; go to ironmongers for repair kit, get all large pots filled with water and boiling in case there is no hot water for dinner. Serve dinner, clear up, wash and dry another mountain of dishes, and finally lay out the dining room for breakfast.

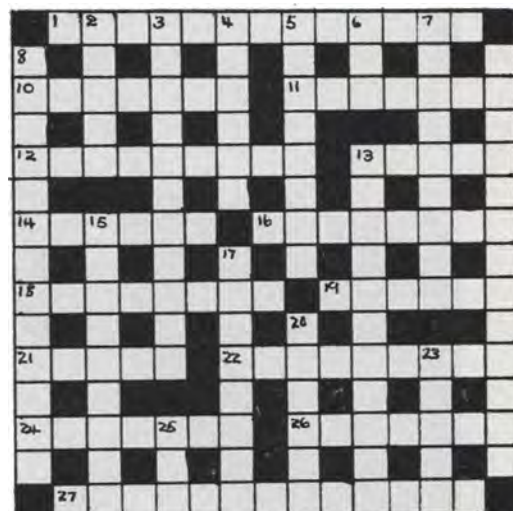
As I was performing each task I took every opportunity to chat and laugh with the residents, a happy group of men irrespective of their handicaps. A promise to return again soon (this time with some members of the Chiefs' Mess) and after some refreshments I was off at about 1920. I arrived home that evening quite, quite tired, but with some sense of achievement. I had been working for the first time in my life, and thanks to the generosity of the people serving in *Mercury* who sponsored me, realised a satisfying total of £54.25 which was given to the King George's Fund for Sailors. Thank you all.

SUMMER CROSSWORD

(Solution on page 245)

Across

1. It cannot snore—surely that does not cause dismay? (13)
10. An error leads the mare into a rut. (7)
11. See 18 Across.
12. Put the crate by the door for the improver. (9)
13. The crab, I decided, my stomach would no longer tolerate. (5)
14. When is it considered to be fairly modern? (6)
16. To be concise three hundred suit, up to a point. (8)
18. Most new roads may lead to this modern affliction. (8, 7)
19. 'Beautiful soup, so rich and green,
Waiting in a hot — !'
(Lewis Carroll) (6)
21. Short trees. (5)
22. 'A girl arose that had red mournful lips
And seemed the — of the world in tears,'
(W. B. Yeats) (9)
24. I got set to go on about myself. (7)
26. A bare 25 Down is generous. (7)
27. Proper castles could be indicative of these—to please future father-in-law? (4, 9)



by ANN JEWEL

Down

2. No tenant mixes with this Shakespearean character for 1 Across. (5)
3. Turn 21 Across as the lead deposit from the solution. (7, 4)
4. 'I speak of peace, while covert —
Under the smile of safety wounds the world.'
(Henry IV, Part II) (6)
5. Run, mouse, run—there are too many of you. (8)
6. Spread it out for drying, Edward. (3)
7. Nice bee, do behave! (9)
8. The midget rat near the books and magazines was confused. (7, 6)
9. So ten fearless ones thrust one forward. (6, 7)
13. It is responsible to put a rope round the foreign earl? (11)
15. The role wheat plays is not as important as a source of liquid. (5, 4)
17. A hurt leg would not lead to amusement. (8)
20. Inside a lettuce a length of material gave rise to music. (6)
23. The bird hides, so, regretfully, he is difficult to see. (5)
25. I will shortly be wicked. (3)

THE COMMITTEE OF THIS MAGAZINE
WOULD LIKE TO DRAW THE ATTEN-
TION OF ALL OUR READERS TO THE
ADVERTISEMENTS IN THIS ISSUE—
THEY SUPPORT US, YOU SHOULD
SUPPORT THEM



CHRIS CRANSTON
PLAYBOY's April Playmate of the month

'AN ODE TO JACK'

by Pongo Jim

I first arrived amongst your midst
About 15 months ago;
An innocent and carefree chap
All full of beans and go.

Well Jack you were polite
When first we did shake hands;
But as the days turned into weeks
I wished once more for land.

To go to sea with *Mercury*
Is an interesting affair;
If you're not covered in mud
Then it's dust all through your hair.

Baiting was then quite new to me
I took the bait, like a bullet from a gun;
But as the weeks turned into months
I, too, baited like a 'Good Un'.

On first divisions I had no fear
I stood proud and quite erect:
Until a voice whispered in my ear
'Don't stamp your feet, You Pongo Get'.

With courses I soon found out
When, with AT, I drove them barmy;
Up would come the old red herring
'Hey Staff, tell us about the Army'.

What dastardly deed, in my life, have I done
For this to be my punishment;
Drafted to the Navy for three long years
First chance I get I must repent.

But ne'er fear, where'er I go
Fond memories I'll treasure;
Of *Mercury* and Dear Old Jack
INDEED, IT'S BEEN MY PLEASURE.

CROSSWORD SOLUTION

Across:

1. Consternation
10. Erratum
11. Madness
12. Decorator
13. Abide
14. Newish
16. Succinct
18. Motorway
19. Tureen
21. Terse
22. Greatness
24. Egotist
26. Liberal
27. Real Prospects

Down:

2. Osric
3. Saturns tree
4. Enmity
5. Numerous
6. Ted
7. Obedience
8. Reading matter
9. Assert oneself
13. Accountable
15. Water hole
17. Laughter
20. Cellos
23. Egret
25. Ill

IT'S ALL BEEN CHANGED

'We trained hard—but it seemed that every time we were beginning to form up into teams, we would be reorganised. I was to learn later in life that we tend to meet any new situation by reorganising, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralisation.

From Petronii Aribtri Satyricon (AD 66)'.

DNS lightheartedly included the above quotation in the memorandum introducing an internal reorganisation of his Division at the Ministry in April.

DNS, and others, will be interested to hear of the latest archaeological find turned up at the ancient Leydene Hill Fort site as a result of the current rebuilding. The old Bryttionic script cannot be reproduced in this letterpress, but unusually unreliable sources have given us the following free translation:

'We also trained hard, but every time we went into battle, we found we were organised to fight the last war. I soon learned that rather than adapting to new situations, our leaders tend to retain the old familiar forms, and a comfortable method it is for creating the illusion of stability while inducing confusion, inefficiency and demoralisation, when it comes to the crunch.

—so spake Ham-of-Hightrees—AD 67'.

ODE TO A FLEET CHIEF

by Anon

The tall and noble CCY
Just happened to be passing by
When there for all the world to see
Was a most unpleasant emergency.

Whatever substance the Commcen's full of
Had, under pressure, lifted the lid off
A drain, offending to the nose
Which two policemen sought to close

Our chief, attired in virgin white
Would seem to have had every right
To turn his back on this foul sea
And summon help from DOE.

However, conscience did dictate
That he should seek to alleviate
The situation thus exposed
The drain hole really must be closed.

So bursting with initiative
He forward dashed, a hand to give
But went and put his foot in it
Submerging to his waist in . . . (sewage).



MERCURY SPORTS DAY AND FETE

Top left: The Reverend A. M. Ross heaves a crafty one at T Section's Bowling Alley watched by Stullholders (left to right) RS Dick Sterne, RS Jan Pearce and CRS Bob Lomas.

Bottom left: On the track, L. Ck Woods leads Lint Griffin over the hurdles, followed by LREM Cockayne (171), RO2 Young (176) and RO2 McConkie (175).

Bottom right: CCY Jim Houston tries for a prize at Throwing the Horseshoes, managed by FCRS William Bernard, his wife Jean and daughter Lindsey.





The Mess President FCRS W. G. Bernard and his wife welcome the President of the Wardroom, Commander N. F. Fawcett

mentioned that the occupation of the new Senior Ratings cabin block would take place early in the Summer Term. Fortunately this aim was realised only in the nick of time and now we are able to consider some dozen or so cabins in the 'old' building as available for 'letting'. Now that the new cabin block has been 'accepted and commissioned' the final picture for the benefit of those members not currently on the mess books shows the second floor, east wing—14 cabins—connecting with the top floor of the old building as 'chiefs' country'; the POs having preference to the remainder of the new block and the whole of the ground floor in the old building, a satisfactory arrangement for all concerned. The staggered decorating of the old cabin block is now in hand and an investigation/overhaul into the problems in the hot water system has started. We wish the DOE every success with this age old snag.

The mess Dinner and Dance held this year in the Wedgwood Rooms lived up to expectations and was thoroughly enjoyed by all who attended. This duly reflects the effort of the mess committees in promoting the highlights of the social year and I join with all mess members in thanking them for such a splendid show. Planning for next year's Dinner and Dance has already begun; a firm declaration of intent—do we

go outside the Establishment or stay within?—has still to be reached, although I would say past experience leads those with planning responsibility to opt for an outside function again. It is hoped that as many members as possible from the Fleet will feel free to contact the President to reserve bookings for the evening the Mercury Chief Petty Officers let their hair down (April looks the most likely date at this time).

June 9 proved that our planners with responsibility for the Establishment Sports Day and Fete showed considerable cunning in selecting the only dry and sunny day in a week of rain, truly an achievement that deserves to be mentioned. The mess as expected played a full part in helping to raise money for the King George's Fund for Sailors, promoting four stalls that reflected the ease with which a generous public will part with money for worthy charity. Side shows, stalls and stands showed that considerable attention had been given to detail and with the weather playing its part an enjoyable afternoon was offered. Some of the hardy old faithful side shows were as appealing as ever, Bowling for a Ham in particular. Rumour has it that with the pending departure of CRS Bob Lomas to *Antrim*, T Section are holding auditions shortly in an attempt to find another, capable of full power, upper sideband (vocal) transmission, that will attract attention to their stall. Total receipts are up on last year—so the official leak has it—and last year was a record in its own right, the efforts of the CPOs and their wives who became actively interested this year merits comment; their co-ordinated help made promotion that much easier. For individual endeavour by a mess colleague see the article in this issue headed 'Charity Work—A Different Approach' by S/Sgt Jim Ross, a magnificent effort Jim.

A visit in May to Portsmouth, of the Federal German Navy's 3rd Minensuchgeschwader (3rd MS Squadron) brought an invitation to the mess for members interested to repair onboard the HQ ship FGS *Offenburg* for cocktails. Hospitality was returned in the mess and members' homes over the



DINERS

Our photo shows: CCY and Mrs Hughes, CRS and Mrs Wadsworth, S/Sgt and Mrs Ross



Mrs Kent presents Rev Gwyn Hughes with his raffle prize—perhaps they're discussing 'divine luck'!! Others in our photo: CRS Bob Lomas and CCEL Ron Robinson

weekend and I'm sure both sides felt the other had not lost any 'capacity' for enjoying themselves.

One note of sadness clouds the term, the passing of ex-MAA Jim Shade, who I'm sure will be remembered by all members in the mess between 1965-1966. CRS John Hilder and CRS Bob Lomas (*Mercury*) the President and CCY Maurice Wright (*Victorious*) represented the Service at Portchester Crematorium, our thoughts go to Jim's widow and family.

That Association bent on the perpetuation of the Communication Chief meets again on September 11 in the Mess. Those of us who belong to the RNCCA are testimonial to the events of such gatherings, we never miss the once a year opportunity to meet old ship mates. Enquiries re joining this fine band of Communication Chiefs can be made to the President, and again I stress, this is an Association of both past members and serving CPOs.

Ever conscious of the need to provide a social side to mess life, the Entertainments Committee have scored a notable success with a Cheese and Wine evening, two Treasure Hunts, Cricket and Social versus Buriton Village (the mess won both) and a Grand End of Term Dance. The Wardroom mess have challenged us to put up the Sea Dad's Trophy at the Broadhalfpenny Down and Bat an' Ball in a cricket match. Although at slightly below our normal strength, we don't intend to part with the cup easily. At the end of this term we say good bye for a spell to our Vice-President, CRS Bob Lomas. After some two years his experience and lead has been surpassed only by his sense of humour, *cela va sans dire* . . .

In: CRS(W) Lowthe, CRS Maddren, CCY Barrie, CRS(W) Dean, CCY Dunk, CCY Breward, CCY Hickmott, COEL Feeney, CRS Gooding, CREL Baxter, CRS(W) Langdon, CCY Soden, CRS(W) Brent, CRS(W) Hutchinson, CPO(SA) Marriner, CRS Nicholson, CRS(W) Pritchard, CPO(SA) Allerston, CREA Jones, CRS Harriss, CCY Bell, CRS Mullin, CRS(W) Elder, R MECH Allen.

To Release: CRS Henderson, CRS Maguire, CCEL Evans, CRS Buchan, CRS(W) Hoy, CME(H) Eccles.

Out: A/FCRS Matthews (CINCNAVHOME), A/FCCEL Wright (*Collingwood*), CCY Barnett (*Undaunted*), CRS Green (*Arethusa*), CRS(W) Dean (GHQ *Cheltenham*), R MECH Sargent (*Amazon*), CRS Arbuckle (*Norfolk*), CRS(W) Taylor (*Devonshire*), CCY Fouracre (*Hermione*), CRS Cales (*Tamar*), CRS(W) Parker (*Fife*), CRS Grass (CONSUBMED), CRS Wadsworth (*Euryalus*), CRS Netherton (COMNAV SOUTH), CRS Hardy (*Rooke*), CRS Lowthe (*Hermione*), CPO(SA) Heames (*Kent*), CRS Carson (*Seato*), CCY Slatter (*Eagle*), CRS(W) Wise (*Charybdis*).



TACTICAL COMMUNICATION INSTRUCTOR QUALIFYING COURSE 1971

Back row: CCY W. Hickmott, CCY T. D. Breward, CCY T. H. Green, CCY J. J. Houston, CCY H. A. Barrie

Front row: CY G. J. Ivoll, Lieut H. Brown (Course Officer), FCCY D. Counihan (Course Instructor), CY J. G. Sackfield (One of the off-shore sailing skippers)

PETTY OFFICERS' MESS

by RS Goldsworthy/RS Burnett

President: RS Goldsworthy

Vice-President: RS Burnett

Secretary/Treasurer: RS Elliott

Mess Committee:

RS Willson, RS Grafton, RS(W) Pittick

The Summer Term has been quite an eventful one, not for us your dull ship routine. This is where it has all been happening. We have said farewell to Cunningham Block, and have moved to the new cabin accommodation . . . Hilton Block? The allocation of cabins was quite a headache for the President as he had to make sure that all the living-in members within six months of their pension had cabins near the fire escape and all those on P7R, cabins on the ground floor . . . so as one can well imagine the mess

is now split into two categories . . . those who live near the fire escape and those who live on the ground floor . . . only one member was out of luck, he wanted a cabin near the fire escape . . . and . . . on the ground floor!

The social scene has been rather more wild than usual for this time of the year, cheese and wine parties, Country and Western, Disco evenings, an 'Instant Hooley', and a few motorised treasure hunts. One notable success was a midsummer bar-b-que on the Broadwalk (the fish was lovely Chef!). To finish off the term we have our End of Term Dance on August 12 at the Guildhall, Portsmouth, and although it is the first day of the grouse season, we hope for a full house. The Entertainments Sec failed to engage a 'Topless Women's Accordion Band' but we have succeeded in getting 'The Southampton Allstars Band' for the event.

As mentioned elsewhere, the Mercury Fete was an even greater success this year than last, and we are pleased to say that the Petty Officers' Mess managed to raise a few pounds towards the King George's Fund for Sailors, by running a 'Home Produce Stall', a 'Darts Stall' and a 'Putting Stall'. The Fete, as usual, was run in conjunction with Mercury Sports Day, and although the mess didn't win ALL the events, we were not disgraced. Well done those members who took part . . . particularly RS Flyn who is still running! Next year we hope to compete in the 'Athlete's Foot Cup,' and should win with ease.

Our fund raising efforts for our Children's Homes are going well. A sponsored walk undertaken in torrential rain raised the very excellent sum of approx £65.00. Many thanks to those members who have and those who continue to contribute, books, comics, toys and games to the Homes. You may rest assured they are gratefully received and eagerly made use of.

The refurnishing of the lounge is slowly progressing but is causing very little inconvenience as yet . . . with a bit of luck it should be finished soon.

Congratulations are in order for three mess members who have moved on . . . CRS(W) Elder, CRS Harriss, CRS Gooding.

A mess member is shortly to publish his memoirs, under the title 'The Sea Has Not Had Me' . . . we hope it will be a best seller Nobby!

To those absent members whose ships might at any time be in Portsmouth: remember this is still your mess, you are welcome to join us in any of our social events in the future . . . a phone call is all that is needed to find out 'What's On' and 'When'.

SIGNAL SCHOOL MESS

by LRO(T) B. F. Wilkinson

Here is another attempt to keep you sea (Huwee) going sailors, not forgetting those in stone frigates, in the Rembrandt as far as the peons' side of *Mercury* is concerned. The new accommodation blocks are

now occupied and quite habitable, the showers work and there are even baths (sorry I didn't mean to frighten the submariners) and comfortably furnished quiet rooms in the penthouses, even the grass has grown around the blocks and they look pretty smart. Anson block has vanished and a new supply block is gradually appearing in its place and some mysterious extras are appearing on the old accommodation blocks. The majority of matelot traps have gone and there is only the occasional hole to stumble over. The garage courtyard has vanished, seeming to cause no more trouble than if it had been made of cardboard; even the clocktower has gone.

The Wrens are now firmly settled in *Mercury* (causing the ruin of the beloved 'Pinky run') and so far the barbed wire, watch towers and guard dogs haven't appeared. Although one rating, who shall remain nameless and has since left us for civvy street, can claim to be the first male intruder, the day before the Soberton Wrens moved to *Mercury*. Sports day was combined with the KGV fete and was won by the New Entries, perhaps due to the fact that they are not allowed in the bar at dinner time, but they failed miserably in the Swimming Gala coming last with Jackson coming first.

Many barrack stanchions have left us for HMS *Timex* including Robbie Brierley, Little Jim (Rent a Dwarf) Ibbotson and Spider Mountcastle (cat burglar) whilst many have rejoined the fold the most famous perhaps being Fred Fox of Clanfield football and darts fame. Well I'll say ta ta for now as it's approaching the hour of the NAAFI matinee. See you up here sometime.

ODE TO YEOMAN HULBERT

The boy stood on the burning deck,
he must have been a bunting,
(I come to this conclusion
because of all his grunting)

'Jump while there's still time', they cried,
as he stood there all a-quiver,
his hand flags dropped from his trembling
hands
and floated down the river

'I'll go down with my Captain'
our hero bravely stuttered,
'He's already in the liferaft'
a sparker drily muttered.

His steaming boots were flaming,
his eights were scorched and torn,
our hero, the gallant bunting,
alone and most forlorn.

There's a moral to this story
I'm sure you know it well
don't blame it on the buntings
it's just the way they smell.

Anon Sparker (?)

RADIO OPERATORS

DO YOU HOLD
PMG II OR PMG I OR NEW GENERAL CERTIFICATE
OR HAD TWO YEARS' RADIO OPERATING EXPERIENCE?

LOOKING FOR A SECURE JOB WITH GOOD PAY AND CONDITIONS?

THEN APPLY FOR A POST WITH THE COMPOSITE SIGNALS ORGANISATION
—THESE ARE CIVIL SERVICE POSTS, WITH OPPORTUNITIES FOR SERVICE
ABROAD, AND OF BECOMING ESTABLISHED ie NON-CONTRIBUTORY
PENSION SCHEME.

SPECIALIST TRAINING COURSES (FREE ACCOMMODATION) STARTING
JANUARY, APRIL AND SEPTEMBER 1972.

If you are British born and resident in the United Kingdom, under 35 years of
age (40 for exceptional well qualified candidates) write *NOW* for full details and appli-
cation form from:

Recruitment Officer,
Government Communications Headquarters,
Oakley,
Priors Road,
CHELTENHAM, Glos., GL52 5AJ
Tel: Cheltenham 21491 Ext 2270

DAUFMAN

TAILORS AND OUTFITTERS TO THE
ROYAL NAVY FOR OVER 50 YEARS

H.M.S. "MERCURY" SHOP

(Manager: Mr. A. C. Waterman)

Naval Allotment and other Credit facilities available

Head Office:

20 QUEEN ST., PORTSMOUTH

Telephone: PORTSMOUTH 22830

Members of the Interport Naval Traders Association

A FOND FAREWELL

by Lieut Von Toll

(At the *Mercury* mess dinner in honour of the NATO course)

Mr President, Captain Kent, Ladies and gentlemen,
feeling that the Queen, Prince Philip and Earl Mountbatten
are looking down to me from their Manhattan
I will make my maiden and NATO's farewell speech
too
therefore request permission to worry you!

The purpose of communications
is to establish certain relations.
Mercury calls it—just for confusion—
to give the addressee a special issusion.

Having studied it nine months we are sure
to still treat the trained animal the only secure
means of communications and link
to let the others know what you think.

You see, this already was the reason
for Mercury having been sent down—in a good season
as our gods' trained animal messenger
to pass orders *and* penalties to the worldly passenger.

So god Mercury made a good history
be founding the worldly but lasting Mercury.
He settled down and fell asleep
and enjoyed his life amongst the sheep.

There we are and there is no doubt
every RN communicator is so proud
to have this school as ALMA MATER
already available to their fathers.

There still are a lot of ugly huts
where poor students have to crack nuts
and a lot of other boring features
being pushed and chased by hostile teachers.

Being honest—our schoolies in reality
did succeed in taking our comms virginity.
Systems, Plans, Procedures and Blocks
they did teach us whilst jumping over rocks
of nation problems of security
being very important in old Mercury.

Anyhow—thanks to you all
but now let me turn to Billy the small.
I'm awfully sorry, Sir, my dear
to fight you somehow over here.
You really—that I must say
succeeded in keeping yourself away.

Working in Org and lots of pennants
It was not adequate for You to deal with Persian
sublieutenants
But let's be fair and so some sports
thanks very much for your efforts.

Thanks very much—I know now I'm fancy
to all the nice buds under command of Nancy
It is so nice—I hardly can say (Cockney!!)
to look in some charming dear blue eye.

Lots of love—there is no harm
to you and your everlasting charm.
you my loves—it's known worldwide
you are old Mercury's real pride.

And now to you—Bernhard and Co
thanks for good relations to and fro.
Your true and lasting comradeship
made us so often so very fit
to bear, overcome and what a surprise
to maintain moral and to survive.

When you one day—what soon may be
are going to return to old Mercury
be as you are—don't change your mind
youngsters are modern and *not* blind
be modest but dare the progress
to give to Mercury a future success.

To your dear wives and to you too
we wish luck and perhaps a babyshoe
endurance and quite a big success
but most of all—good happiness.

I spoke so long—it's very late
to Mercury's wardrobe I don't hesitate
to give this bowl with some strong force
and thanks of this long NATO COURSE.

It is to be filled with crisps and nuts
for lunch whenever the classroom door shuts
and we are meeting in the bar over here
to have a big pint of English beer.

Mr President—this is an order to you—
you make this process to become true
and should this bowl one day be so empty
you pay the beer—the lot and plenty
for every poor so thirsty mouth
in this honourable worldwide known house.
The KLC to this process draw his eye
if he fails too—the same rules do apply!

This leads to the end of my long story.
All the best to the land of strikes and glory.
The curfew tolls the knell of parting day
the NATO LONG COURSE intends to move away.

Here and there you find some tears
but—NATO chaps get off your chairs.
God save the Queen and all the navies.
including you and our ladies.
He may tie down existing barriers
and perhaps give you some new carriers.
Bye, bye old friends! Bye, bye our hosts
longlive NATO—and forever—PROST!

CYPHER VACANCIES

Vacancies exist for men and women (particularly ex-Service personnel) for Communications Centre work.

Recent experience in Cypher or Teleprinting desirable.

Appointments are paid on a scale rising to £1,385.

Those appointed must accept liability for shift duties covering nights, weekends and public holidays. When on regular shift duty additional allowances of up to 20% of basic salary are payable. Opportunities exist for overseas service.

All first appointments are temporary but with excellent prospects of becoming established (ie, permanent and pensionable without Super-annuation deductions).

There are also prospects for promotion.

Civil Service leave, hours and sickness benefits apply.

Candidates and both parents must have been British since birth.

Application forms and full details available from:

Recruitment Officer (CY-OP4),
Government Communications Headquarters, Room A/1105,
Oakley, Priors Road, CHELTENHAM, Glos. GL52 5AJ
Telephone: Cheltenham 21491 Ext 2270

CONSULT



FOR YOUR NEXT REMOVAL

Experienced Staff • Modern Vehicles • Satisfaction Guaranteed

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:

PORTSMOUTH - SOUTHSEA - FAREHAM

LONDON - CHATHAM - PLYMOUTH - SOUTHAMPTON

RYDE (ISLE OF WIGHT)

Registered Office :— 13 CLARENDON ROAD, SOUTHSEA Portsmouth 21515/6

ODE TO RS EVANS

The boy stood on the burning deck
a sparker without question
(I came to this conclusion
because of his pale complexion)

'Jump while there's still time'
they signalled
as he stood there all aquake
he couldn't use his morse key
'cos his hands began to shake

'I'll wait for Pots' he bravely stuttered,
the Buntings laughed until they cried
'He was first man on the liferaft'
the Yeoman tartly replied.

The main roof was collapsing
he realised with dismay,
he wondered if this the reason
for responsibility pay.

His flip-flops were a-melting
his pyjamas scorched and dry
the Golly-goon, the gallant buffoon
broke down and began to cry.

'Don't be a twit, jump now you oaf'
a cross-flagged hero offered,
'your 634 won't help you now,
so leap before you're goffered.'

The moral of this story,
you really must agree
it's better to be a bunting,
than a Golly or a 'G'.

'Anon Bunting'

WRNS

NEWS FROM 'THE ROCK'

And about time too, you might say. Better late than never, so eyes down for a full house and maybe you'll learn of the whereabouts of your oppos.

Our complement of Wren RO's has gone up a bit since the last issue of THE COMMUNICATOR and the most recent arrivals are Wrens Joel, Bromley, Southall and O'Brien and PO Wren Honeywell. In turn, we have lost the service of L/Wren Dobson, Tranter and Wrens Mulhearn, Skeates and Sales.

PO Wrens Shaw and Randall are still here, and PO Wren Moss has just picked up her acting local and joined forces with them to keep us underdogs with our noses to the grindstone.

L/Wren Rogerson and Wren Read have both become engaged. The former left The Rock in

July, having done a marathon tour of two years, and became a 'civvy'. Wren Read is not getting married for a while yet.

Sports-wise the Comms Wrens have no enthusiasm, so the unit relies mainly on the efforts of the day 'shirkers' in that direction. On Sports Day, our 'watchkeepers' team had the talents of 3/O Gordon-Roe (A/OIC Commcen), PO Wren Randall, PO Wren Cockburn, L/Wren Rogerson and Sgt Wilson (WRAC), and their valiant efforts were not wasted as they beat the 'dayworkers'.

We have a thriving hockey team, which takes on the men's teams as well as the women's, and our netball team is also fairly good.

Last but not least, we have a brand new Wrennery. Now, instead of traipsing to the beach, we can deposit our oiled and lotioned bodies just outside on the fore-shore and soak up the sun to our hearts' content whilst watching the ships going to and fro in the harbour. And if you're sitting there green with envy, do as the adverts say—'COME TO SUNNY GIB'.

OUR OFFICE

by RO2(G) Baldwin

Within this Wireless Office (there's but one of this kind),
a joyous, and more pleasant atmosphere you'll never find,
there's nothing more exciting than the work behind this door,
the interest (overwhelming), one could never ask for more:

Within these walls of heaven, so glorious they seem,
lies the answer to the life that every man must dream,
the keenness that is shown, the endeavour and the thrust,

to all of you onlookers, the life's a certain must:

To listen to the buzzes, the bleeps, the dits and dots,
surely that is better than tying endless knots,
and don't think that our skills should end at merely this,

within these walls there's nothing, we hope, that goes amiss,

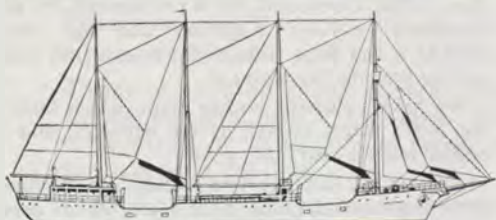
we often play at stokers, in fact each day at nine,
we go to burn the paper 'what could be more divine'??
but 'Greenies' they are different, we never play at that,
instead we use the skills that lie beneath our hat:
and as for being stewards — we're servants of our own,
we serve our 'Queen and Country' with key and microphone!!

we keep the wardroom happy — do everything they ask,

which often really isn't the simplest of tasks,
and to you outsiders, our world that seems so nice,
the world that you imagine is just like paradise,
we that work in 'heaven' or 'paradise', must tell —
'the kind of life that we lead is really perfect hell'.
And a Merry Christmas to you all.



BRITISH ADMIRAL



ALBATROSS
Training Ship



SIR WILLIAM HARDY
Fishery Research



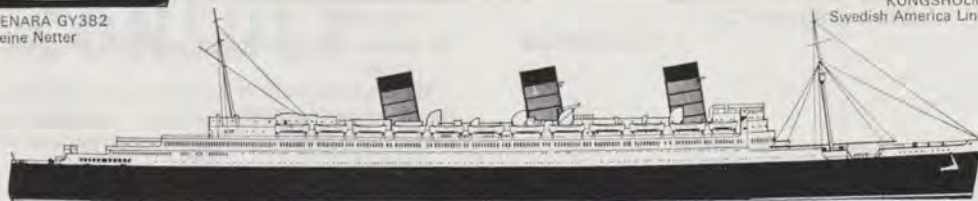
ORIANA



GENARA GY382
Seine Netter



KUNGSHOLM
Swedish America Line



QUEEN MARY

LAURENCE BURN

A Growing Tradition...

Over 16,000 ships of all types and sizes, from the largest super-tankers to small fishing vessels, today rely on Decca for accurate navigation and economical operation.

Now more and more ships will benefit even more widely as a result of the extensive new coverage now being set up in Australia, the Baltic, South Africa, Japan and the United States. We are proud to be associated with the wide variety of famous, and not so famous, ships that have relied on the Decca Navigator since it was first introduced commercially over 20 years ago.



The Decca Navigator Company Limited 9 Albert Embankment London SE1

SHIP-SHORE NEWS

HMS ARGONAUT

by Anonyspark

It has been a long time since there was an article from us ARGO's, if in fact there ever has been one, so in response to the thousands of requests we have received, we refuse to keep quiet, and herewith submit our story. We'll start the story from the time we sailed from our home Oggieland port. In actual fact we sailed a week early, but it was only to Portland because FOST and his 'merry' men were convinced that we had forgotten everything and wanted to refresh our memories before we left for foreign parts . . . whoops . . . sorry, I mean foreign ports.

It took us nearly three months to get to Singapore (Far Flung, Exotic East, Pearl of the Orient, or call it what you will), but not because we've been going slowly mind you. The powers-that-be, realising how hard we all work, decided to let us have a jolly or two on the way out, so we've stopped here and there and there and there and there. . . . The first stop was Gib (whose isn't??) and many acquaintances were renewed. Next came St Helena, and for those who have never been there, about all we can tell you is that it is a volcanic rock, one 'ville, and three bars. Judging by the state of some of the returning Argo's, it seemed as if there were at least two dozen bars, but we assure you there were only three. Must be fun if a Carrier, DLG or Fearless type ever stopped there. Simon's Staad (Simonstown) was the next port of call, where a week's hooley/holiday was enjoyed by one and all before embarking on the dreaded Beira Patrol.

We started three weeks of Beira Patrol (let's see you Black Cat that one), with our illustrious leader HMS *Scylla*, whom we had been in company with since Gib, except for the visit to St Helena because she chickened out and went to the Ascension Islands, but after a week or so we found we could manage it quite easily on our own, and detached *Scylla* (she was only getting in the way anyway) to Singapore before their staff cracked up completely. The culmination of the Patrol was a Sods Opera held on our flight deck, the 'stars' of the evening, without a doubt, being the Comms department, with their offering of 'Cinderella', closely followed by the RS who is reported to have been a bit tiddly. On completion of Beira, which we left in the capable hands of *Llandaff*, we took ourselves off to Mombasa for a well earned week's rest. The staff of NLO provided us with some really excellent entertainment and hospitality, and as well as saying thanks to them, it could really be summed up by saying 'T W T W T W'. For anyone about to go to Mombasa in the future, you can rest assured that Silversands and the Casa-B are still well worth a visit or two or three. . . .

After three 'long and hectic' days at sea we arrived in the Seychelles (Mahe). The beaches there were luxurious and everyone took advantage of them (especially as most were equipped with bars). From Mahe to Gan (a very brief stop for fuel and time enough for the ship's rugby team to show the RAF how to play the game) and then unfortunately we had to rejoin the Navy and met HM ships *Albion*, *Salisbury*, *Finwhale*, *Orpheus*, plus a few hundred



Comms Staff—The First Team—HMS 'Argonaut'

Technical Communication

Interesting and progressive work for technical authors with initiative.

THE JOB

Our Technical Information Department is responsible for the preparation of technical manuals for a wide range of electronic equipment. The Technical Communicator is the man who has to gather the manufacturing information from the production drawing office and have discussions with development staff and others connected with the project. He will, with his section leader, formulate a plan for the manual, and then carry out his main function, the writing of the manual. He will work closely with drawing office staff and consult other specialists to co-ordinate the preparation of illustrations, and a spares list.

RADAR GROUP

This group prepares maintenance information for very large and complex systems used both for defence and air traffic control. This calls for the provision of system-based technical manuals in a simple form. Such work will give the enterprising and forward looking man the opportunity to work with teams, pioneering new integrated methods of technical communication utilising both functional diagrams and text.

QUALIFICATIONS

Sound practical experience in the operation, testing, maintenance or development of electronic equipment in industry. Alternatively, experience in H.M. Forces, as an NCO or technical officer on third line servicing or

instructing on maintenance techniques would be suitable. Qualifications equivalent to ONC or HNC in Electronics or Electrical Engineering or C & G certificate in Telecommunications or a degree in Electronic Engineering are desirable.

CONDITIONS

37 hour, five-day week. Annual holidays, three weeks and rising with service to four weeks. Generous sick pay entitlement. Pensions and life assurance scheme after one year's service. Excellent social and sports facilities. Assistance with mortgages. Relocation expenses are paid in appropriate cases.

SALARIES

are not tied to a set scale but depend on ability and experience. Annual review and good career prospects.

Marconi



THE QUEEN'S AWARD TO INDUSTRY
1966 1967 1968 1969

If you would like further information, please write to : Miss B. M. O'Flynn, Personnel Officer, Central Personnel Services, The Marconi Company Limited, New Street, Chelmsford, Essex, CM1 1PL, quoting reference NAC/CEN/1.

**GEC-Marconi
Electronics**

aircraft, who all got together, and threw just about everything at us. The RS was convinced they were all doing their damndest to stop us even getting to Singapore.

Apart from the tremendous amount of 'work' we've had to do, we've also had a few funny incidents, a couple of which we think are worth quoting. A certain Sub-Lieut (who shall remain nameless) whilst approaching Mombasa, flashed up the local oil refinery believing it to be a tanker on fire. His excuse is that he did it in the heat of the moment. Heard over AIO: 'Bridge-EWO. Have you anything on our star-board beam as we hold a steady radar.' 'This is the Bridge. No, it's probably a cloud.' Was the OOW under the weather, the 'Ws' would like to know. And two good ones from *Albion*. On CIPP (or whatever it's called these days—does anyone else still use TAC PRI and CIPP??) 'You are clear but distorted' and in response to our request for a long Tango Tango 'No, you are too distorted'.

For anyone who fancies a swop draft to this 'Hotel de L'Argonaut', here are a few names (to go with the faces in the photo below) for you to choose from, although it is very doubtful if any of us will give up such a 'comfortable' billet for the 'hard' life at *Mercury*, *Drake*, *Whitehall*, *Northwood*, etc, etc.

i/c of the lot of us is Sub-Lieut (SD) (C) Frank Bates.

'G' Dept RS Jack Longdon. LRO 'Telephone Calls' Dave Davis. RO1s Jan Teed, 'Jock G' Gillespie and 'Radhaz' Jan Steare. RO2s 'PH' McQuillan, Garry Thompson, 'SRE' Don Crossley, Chris Knott and 'Stumpy' Trev Sheader.

'T' Dept CCY Nobby Clark, LRO 'Argos/Tombola/Beatle' Howard Edge, RO1 'Andy' Capps, RO2s 'Sac' Richards, 'Fub' Smith, and RO3 'Ginge' Clarke (who has had so many standoffs and so much leave we are all beginning to believe he *is* a relation of the CCY). Nobby is due to be relieved in late August by CY Stannard, so if you read this Stan, Nobby says in fluent Chinese 'Chop Chop'.

'W' Dept Petty Officer (W) Sandy Saunders (There is only room on here for one RS). LROs 'Postie' Paul Faircloth, 'Willie' Arthurs, and 'Wally' Wallace (who has just about retired as he has taken over as Postie and has also slapped in for DXP). RO2s 'Bozzy' Bostock (without a doubt the holder of the Golden Blanket), 'Rothchild' Graham and 'Zoooney' Alsop. RO3s 'Benny' Bence and ????? Punt.

PS We've got a lot more jollies lined up in the near future, so if anyone owes any of us any money, would you please pass it on *ASAP*.

PPS Sorry we haven't written much about Communications, but after reading the above report, no doubt you can see why. I must say though,

that the further East we got, both Broadcast and Ship/shore deteriorated in all aspects, so from someone who really appreciates it, go to the top of the class, Whitehall.

HMS AENEAS

by LRO(G) Sadd

Communications Staff: RS P. Hutchinson, RO1(G) M. Pearce, RO2(G) V. P. Gale, LRO(G) A. E. Sadd, RO2(G) A. E. Deacon.

Dear Ed,

As we were glancing through RNSO 'S' series the other day we came across an advertisement for your (sic) magazine and also a request for articles. Well, in case you are desperate for material here is a letter from the 'Boys' on the *Aeneas* (although one has been known to be mistaken for a Wren when excited on HOAN at harbour stations!). Micky Pearce asks me to mention no names.

This will not be very long as we are absolutely snowed under in the office here. Our staff consists of an RS, LRO and three who are affectionately known by all Patrol HQ's as Pete, Happy, Micky, Tony and Windy, the last of whom I would like to refer to your problems page.

The *Aeneas* is 25 years old this year and we have strong suspicions that some of the W/T equipment is first fit! We have one transmitter which uncannily resembles that model in the lobby of Dreadnought block, *Mercury*.

At the moment we have been caught in between leaves, weekends and jollies and are actually doing some WORK!!!*

We have been asked by our SCO/Navvy to give him a mention as well, so: Lieut N. A. Owen, RN, 'This is your Life'.

We will not go very deeply into our daily routine as it is a most unsavoury subject to say the least (I would point out to the uninformed that sparkers part of ship on a submarine is where all the doors are marked 'vacant/engaged').

Well, that's about it for now. All the best to you all in *Mercury* and to all MSOs and Commcens throughout the RN from *Aeneas* and the rest of SM2 in Plymouth.

'HAPPY' SADD

PS Do contributors get a free copy of COMMUNICATOR? (By Ed NO!)

PPS In case we don't, I enclose enough for one copy which will be given a full dist.

PPPS If the answer to our PS is affirmative, please could we have a refund of money mentioned in our PPS.

(personal greetings to Sub/Lieut James or Lieutenant as the case should be from Sadd class of 1970.)

(also to G3LIK I send greetings.)

*We use this word very loosely!!!

Commended for service at sea

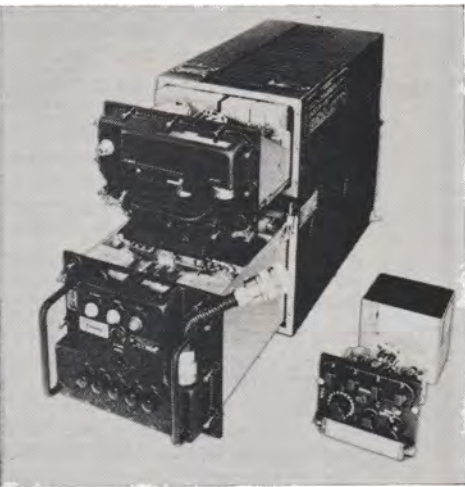
The Plessey PTR171A Transceiver is specially designed for naval use.

This UHF transceiver shows its breeding—from many years of Plessey experience in designing high power shipborne and lightweight airborne UHF radio systems.

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

The compact size of the PTR171A (the transceiver unit measures only $27\frac{7}{8} \times 10\frac{1}{4} \times 16\frac{1}{2}$ in) makes it suitable for installation in small ships such as MTBs and patrol craft. The external magnetic field is less than 0.2mG in any direction up to 8ft.

The PTR171A is maintaining the high reputation that Plessey Radio Systems Division has gained for reliable radio equipment from low-power, lightweight transceivers such as the PTR171A to the high-power 100W Type 693 transmitter.



Vosper patrol craft supplied to the Ghanaian Navy are fitted with the PTR171A.



PLESSEY Electronics

Underwater & Communications Divisions

The Plessey Company Limited, Military Communications Division,
Ilford, Essex, England. Tel: 01-478 3040 Telex: 23166

HMS BACCHANTE (Caribcruise Ltd)

by 'Maclew'

Due to the mail strike and a surfeit of Mount Gay rum, we failed miserably to forward an article for the Spring edition of *THE COMMUNICATOR*. We would like to take this chance to apologise to all our fans for their obvious chagrin at missing a gem of literature. Our epic saga recommences at our sailing for West Indies, having cracked FOFWF's inspection, and having had what we maintain was a well deserved leave. The scene opens on the 'Fighting Sixty-Niner', slipping quietly to sea (on a Saturday afternoon, would you believe), straight into the teeth of a force 10 gale. Certain members of the department had cause to regret imbibing quantities of apple juice, etc, in 'La Fleece' and other such famous(?) hosteleries, as this weather stayed with us until our arrival in Bermuda.

Although being in the West Indies Squadron may conjure up visions of 'planters punch' and 'cicadas' under tropic moonlight, we are still part of the RN. Exercise facilities are fairly limited, but true to tradition, the maxim 'idle hands . . .' applies even to *Bacchante*, eg, what other ship has daily semaphore exercises! However it is nice to have the other ship in the Squadron (*Londonderry*) where Bunts does not duck under the nearest sidescreen. (*Lowestoft* please note!)

Our 'presence' out here has been felt by such places as St Kitts, Antigua, Anguilla (Hats off to British bobbies/speak easy), San Juan (Black Angus—nuff said), Key West (where a certain LRO did his 'thing' in a police car), Barbados (blurred memories of QE2), Chaguaramas, Jacksonville (where one of our LROs donated six days' pay to HM coffers—please sir, I got lost!) From there it was on to Bermuda for a three week AMP and station leave. During this period the pleasures of the open road beckoned to the Communications Branch, who wasted no time in forming their own chapter of 'HELL'S FLIP-FLOPS' and terrorised the island in their souped up 50cc 'MOBYS'. For information, on leaving Bermuda the score was 5-0 to the MOBYS. The department held two informal barbeques behind the Ireland Island Hotel, affectionately known as the 'Trap', both of which produced many amusing incidents.

Our next stop was Freeport where we embarked SNOWI and the Governor of the Bahamas, Sir Francis Cumming-Bruce, and Lady Cumming-Bruce for a tour of the Outer Bahamas. We dropped them off in Nassau where we stayed for the weekend, and where hospitality was overwhelming. Virgin Gorda was next on the agenda, where RO Burt Lancaster, whilst doing shore patrol, nearly lost his head when one of the locals displayed his skill at axe throwing. This brings us up to the present—anchored at Barbuda (pop 145). On the agenda for the next couple of months before returning home are: a ten day exercise with *Ark Royal* and units of the US

Navy and visits to: Mayport, Curacao, Panama, San Andres, Kingston and a couple of days alongside in Hamilton before we sail for home, arriving Pompey on August 12.

Numerous changes have/will take place in the department before this article goes to print. Prior to sailing for the West Indies we lost LRO Crowe (outside), RO Geers (D by P) and RO McCready (Draft). These were replaced by LRO Sweeney (it wasn't like this on boats), ROs Green and Jones respectively. We lost our great white chief, Lieut K. G. Snow in Nassau—contrary to popular belief not to Netley, but good old Merce. He was relieved by Sub-Lieut D. A. Yeates (Rowdy), who is quite sane at present, but no doubt this could change in the near future! Between now and August we part company with CY Egan (*still* a bachelor), RS(W) 'Rocking Ray' Phillimore (the SRE whizz kid) and RO2(T) Macdiarmid (the only bloke who knows the MSO filing cabinets).

By the time this goes to print (by kind permission of the Editor) we will have been relieved, and will no doubt be tasting the delights of good old British beer once again. We would like to sign off by wishing all our readers a Merry Xmas and a Happy New Year—*just* in case we miss the next issue!

HMS BLAKE

by LRO Morton and LRO Whiting

Panic, ecstasy, grief, unconsciousness and drunkenness were some of the feelings encountered by members of the Communications Branch on receipt of a draft to Britain's greatest operational Command Helo Cruiser. Some of us had been fortunate enough to have steered clear of salt water for many years, but judging by the nautical expressions coming from our budding Fleet JRO's it appears that sea legs have been issued by the crate to one and all.

Rumours had it that we were destined to spend the Commission moving (cold) around the dockyard. Number 12 Dry Dock, NCJ, MSJ and SRJ are just a few of our exotic visits. This fact became more apparent when the public started visiting us instead of the *Victory*, but we finally made OSB on June 2.

During our stay in Portsmouth, the branch was not restricted to runs ashore in that area, and rig-runs to London, Nottingham and Coventry were well organised by our 'Social Secretary'—Stephen Whiting. These runs proved to be a 'raving success'. Our football team managed to achieve numerous successes (eg, *Blake* Comms 13—*Rothersey* 0). We were also well represented in other sports, particularly in athletics by R. J. (I'm going 'S') Hodgson. Cricket could well be our best sport, as six Communicators also play for the ship.

If one were to have a conducted tour of the department, it may be possible to stumble on a small office (CYO), from where CRS Roy Ginn regulates the Branch, with the able assistance of CCY Basil Cousins, who may well be remembered from *Mercury* (Tick-Tack section). At this stage we would also like

INSURANCE BROKERS : MORTGAGE BROKERS

**H. D. WEDGE
&
PARTNERS**

11 PINE WALK
SARISBURY GREEN
SOUTHAMPTON SO3 6DN
TELEPHONE LOCKSHEATH 3324

ALL FORMS INSURANCE
NEGOTIATED AND ARRANGED

PRIVATE DWELLINGHOUSE
AND
COMMERCIAL MORTGAGES

BUILDING SOCIETIES INVESTMENT AGENCIES



**AIRWORK provide
personnel and
maintenance for
military aircraft**

Airwork Services Limited specialise in technical and training services for aircraft maintenance and operations. It is the largest organisation of its kind in the world.

Part of the Air Holdings Group, Airwork are contractors to the Ministry of Defence and overseas governments to provide fully trained personnel.

**AIRCRAFT OPERATIONS AND MAINTENANCE
RADAR COMMUNICATIONS AND MAINTENANCE
EVALUATION AND PURCHASE
AIR-CREW TRAINING
ENGINEERING AND TECHNICAL TRAINING**

Enquiries regarding employment opportunities with the company at home or overseas are welcome and should be made to the Personnel Manager.

AIRWORK SERVICES LIMITED

Bournemouth (Hurn) Airport Christchurch Hampshire
Telephone: Northbourne 2271 Grams: Airwork XChurch Telex: 41282



to congratulate CRS (RCI) David Taylor (I'm only 31), on his promotion, and to wish ex-RO2 Mick French 'Happy Citizenship'.

Other prominent characters on board are LRO Peter 'Pumpkin' Morton, RO2 Taff Davies, LRO Chris Brown (F2 junior), LRO Jim O'Dea (pronounced O'Dee) and previously mentioned LRO Steve Whiting. We are obliged to mention our managing director, Lieut D. Taylor SD(C), as he is paying the postage for this article. He has just been given an assistant, not that we think he needs one, in the person of Sub-Lt D. Cherry SD(C).

As much as we disapprove of boring you with our American cruise, a brief rundown is: Bermuda, Panama, Acapulco, San Francisco, San Diego, Barbados, Tenerife, Gibraltar and Malta for Crimbo. But before we venture on this cruise, we have a small courtesy visit to Portland for four weeks, which we will have cracked by the time this article goes to print, and will also have gained the title, 'Blake GT'.

HM YACHT BRITANNIA

On a miserable day in January, sad as we were to say farewell to our families for five months, the thought of spending the last half of the winter in the tropics made our good-byes much easier. Once in the Channel there were many long pale faces to be seen and the tropics seemed a long way away; for several days a south westerly gale severely shook up the remnants of our christmas dinners. We were, in fact lucky to get away as lightly as we did, for the *Blue Rover* sailed a couple of days after us and had her sea-keeping qualities severely tested in a storm force 10.

With Madeira astern of us it was not long before the royal deck was looking like Brighton beach every dinner time, as yachties swarmed on deck to take advantage of the midday sun. It was about this time that the mail strike interfered with our regular supply of letters and the CRS commenced a very busy time in the radio telephone compartment. During that period he made 141 long distance private radio telephone calls to the UK working Portishead direct and ably assisted by that magic box called Lincompex.

Royal duty started at Panama. HRH Prince Philip, Duke of Edinburgh, with guests who included HRH The Princess Alexandra, Hon Angus Ogilvy, Earl Mountbatten and Sir Solly Zuckerman, arrived onboard on February 3.

The cruise through the South Pacific started with the Galapagos Islands and was followed by Easter Island, Pitcairn, Cook Islands, Samoa, Fiji, New Hebrides, Solomon Islands and New Guinea.

The Navy's senior signal officer, Admiral of the Fleet Earl Mountbatten of Burma, lost no time in meeting the Communications Department. The day after he joined the yacht he visited the MCO and his comments when he saw RWA layout was 'UGH!

Does it all work? Looks like I left Communications just in time.' I am sure in fact he would very soon have mastered it as he obviously did the earlier equipment; for having commented on RWA, he spotted a morse key and addressing the nearest RO said, 'Read this' whereupon he immediately started dashing out morse at 20 wpm. 'The quick brown fox etc' unfortunately the RO on watch hadn't the nerve to tell him the set was tuned to Gyaquil (Ecuador), where no doubt the Spanish speaking operator wondered what on earth brown foxes were doing jumping over dogs in *Britannia* . . . CRS's comment 'I wish some of the youngsters could bash out morse like that'.

When we arrived at Pitcairn, the refuge of the *Bounty* mutineers, the local radio operator warmly welcomed the Communicators with a huge basket of bananas. It was here that we again heard Admiral Mountbatten on the morse key . . . this time he was calling *Britannia* on 5 ton from the radio station ashore. Unfortunately we could not answer, for which we received a rocket, the safe to transmit hoards were out. Incidentally, at Pitcairn we were still working Portishead direct, most reliably, on the radio telephone (8,500 miles as the crow flies) . . . thanks to 22 MHz.

The man who was ashore more than anybody else in the South Sea Islands, except the Royal Party, was RO2(T) Weeks. As shore party radio operator he landed nearly everywhere and was seen on many an island beach sitting by his radio smothered in leis and shell necklaces and surrounded by hula girls and children. On his trips ashore he reported royal party movements from a land rover in the middle of Solomon Island jungle as well as from canoes and geminis. At one time, when the royal landing place changed at short notice, he had to hire a horse to take him and his radio, speedily, from one jetty to another. The CCY wondered why Weeks always volunteered to be the RO ashore until one day he let himself down by signalling to the OOW 'Keep transmissions to a minimum for the next hour while I eat'—it was then that we discovered that Weeks never failed to tuck into the feasts that were always laid on for the royal party, and he probably ate more roast pig on the tour than the rest of the royal party between them.

After calls on Honolulu and San Francisco (a run not to be missed) and having completed a royal tour in British Columbia, we are now home and looking forward to a few weeks in home waters.

HMS CAVALIER Biblical Quotes Join War of Speed

Fm *Cavalier* To *Rapid* 'Jeremiah 22-7 and Job 15-4 refer' *

Fm *Rapid* To *Cavalier* 'Revelations 22-10, for book read signals' **

Those of you who read your TIMES, TELEGRAPH, MAIL, EXPRESS, MIRROR, NEWS OF THE WORLD or NAVY NEWS (the Royal Navy's only true operational

Marconi complete naval communications



The Marconi comprehensive range of s.s.b/i.s.b naval communications equipment meets all present and foreseeable requirements for voice and automatic telegraphy.

The complete range conforms to Royal Naval standards of resistance to shock, vibration and climatic conditions, and has been NATO codified by the British Defence Department. It is in wide use by the Royal Navy and in the modernization of ten other navies.

Marconi Communication Systems Limited also has a complete range of communications equipment available for shore stations; shipborne, mobile and static space communication earth terminals; digital transmission, and airborne communications.

In addition the Company is able to assist naval departments and shipbuilders with the planning, fitting, testing and tuning of complete ship communications installation.

Marconi Communication Systems Limited
Radio Communications Division, Chelmsford, Essex
A GEC-Marconi Electronics Company

LTD/H88

destroyer gets a wide coverage and large fan mail) will immediately recognise these signals as being connected with the subsequent 'race'—actually it was concurrent with annual full power trials—between two ships built in the days when a warship was a WARship and men were men—but that's another story.

The saga of this challenge dates back to September 1970 when *Cavalier*, planeguarding the *Ark* on a misty morning in the Moray Firth, was detached to investigate a fast moving (not by our standards, of course) contact hidden in the fog. As *Cavalier* set off to investigate the fog lifted and there ahead of us was a warship, although she could not be identified. We gave chase to try and identify her, and then, realising it was the *Rapid* (who had cheekily claimed previously in the NAVY News to be the fastest frigate/destroyer in service) to overhaul her and teach her a lesson. The range was closing steadily as *Cavalier* closed when *Ark* recalled us, leaving the matter unsettled, and since then both ships have looked forward to putting themselves to the test again. That's our story and we are sticking to it. May the best man win, and whether we win or lose, we are delighted to actually have a rival for once. Usually we have *Leanders* for breakfast.

* *'And I will prepare destroyers against thee, every one with his weapons: and they shall cut down thy choice cedars, and cast them into the fire' and 'A dreadful sound is in his ears: in prosperity the destroyer shall come upon him'.*

** *'And he saith unto me, Seal not the sayings of the prophecy of this book (signal) for the time is at hand'.*

The Destruction of 'Rapid'

The CAVALIER came down like the wolf on the fold,
Her brightwork was gleaming like Sun upon Gold,
And the jut of her bow was pointing to North,
When the blue wave rolls nightly on the Firth of the Forth,

Like the leaves of the forest when summer is green,
That the RAPID, flags flying at sunset was seen,
Like the leaves of the forest when autumn has blown,
The RAPID on the morrow will lay withered and strown,

For the brave CAVALIER spread her wings on the blast,
And breathed on the crew of the RAPID and passed,
And theyes of thos sleeping waxed deadlly and chill,
And their hearts but once heaved, and forever grew still,

And there lay RAPID with her engines full wide,
But through it there rolled not one breath of pride,
And the foam of her gasping, churned the sea into turf,
And cold as the spray of the rock beating surf,

And there lay poor KELLY, distorted and pale,
With dew on his brow and rust on his tail,
The messdecks were silent, her flags flew alone,
Safety valves not lifted, the bugles withdrawn,

And all the weekend sailors cast about in their gloom,
Gin glasses were smashed in the shore-based Wardroom,
So all you shore sailors not listening here,
Don't eer down the gauntlet, to the brave
CAVALIER.

A Rapid Warning

To RAPID and your stroppe crew,
Here's a prediction just for you,

When we're together in the race,
We shall set a tremendous pace,
However much you mean to fight,
The most you'll see is OUR rear light,

When you're way back and out of sight,
We will have no pity in your plight,
So don't break down and think you're fine,
Towing coasters is more our line,

And when you're limping, Beaten Home,
Don't let's hear a single moan,
That will teach you all to smear,
The Sleek, Grey, Swiftsure CAVALIER.

STOP PRESS:
Cavalier won.

HMS DANAE

by RS Craig

On March 23 the 'Dazzling Danae' sailed from Devonport having had a week's weapon training at Portland after our DED in Guzz Dockyard to shake off any cobwebs we may have collected after our six weeks RA time in 'Glorious Devon'. After a nine week trip with trouble free communications, including a very encouraging range check on covered UHF voice with HMS *Albion* and *Achilles* and short visits to Gibraltar, Ascension Island, Simonstown, where we were very well looked after by the RNR, two weeks on Beira Patrol, including some brilliant kite flying by SCO with his hexagonal Mark 1 kite, Bandar Abbas with MRL4A in the Gulf, a swift refuel stop at Gan, and a Sunday scrub ship's side session off the NW coast of Penang, we finally arrived in Singapore on June 1.

Our stay in 'Singers' lasted only 48 hours, time for a quick tour of the Commcen store, refuel and a welcomed run ashore before we set off for an exercise passage to Hong Kong where we have been alongside for the past three weeks. Our worst experience so far was hurricane 'Freda' last weekend, we escaped going to sea as we docked down in Kowloon Dockyard 24 hours before she arrived over the Colony.

Regardless of the expense the Communications Branch or Executive (Communications) complete

S·G·BROWN

MILITARY • INDUSTRIAL
COMMERCIAL • EDUCATIONAL

COMMUNICATIONS

Fine Audio Equipment



HAWKER SIDDELEY COMMUNICATIONS

S. G. BROWN LTD., KING GEORGE'S AVENUE, WATFORD, HERTFORDSHIRE
TEL: WATFORD 23301 TELEX 23412 TELEGRAMS RADIOLINK WATFORD

Hawker Siddeley Group supplies mechanical, electrical and aerospace equipment with world-wide sales and service.

Complete range for Headsets
Telephone Handsets
Emergency Telephones
Loop Inductive Headsets

Send now for Literature to Dept:—C

Big discounts on your new car or caravan cash or HP through Naafi

Naafi doesn't actually sell you the car or caravan. Naafi's part of the deal is to see that it costs you as little as possible. This is how:

DISCOUNTS FROM 7½% to 13% OFF THE BASIC PRICE of most popular British cars and 7½% to 10% OFF touring caravans bought through a Naafi introduction, from a dealer in the UK for UK or overseas use.

SPECIAL EXPORT DISCOUNT OF 15% OFF many Austin, Morris, Triumph and Rover cars bought through a Naafi introduction if you are being posted abroad from the UK or from one overseas country to another.

FIRST CLASS HP TERMS and low HP charges without strings such as annual subscriptions.

DELIVERY TO SUIT YOUR CONVENIENCE—car to the airport when you arrive in the UK, to your home town or new station; your caravan to your home town in UK or to an overseas port.

THESE ARE THE WORLD WIDE ADVANTAGES OF USING NAAFI HP ☐ Entitlement to full dealer services retained ☐ Free personal insurance ☐ Insurance cover against three quarters of your liability to purchase tax and import duty on a car—subject to simple conditions—if prematurely repatriated from overseas ☐ Naafi provides deposit saving facilities to build up a deposit for a future purchase.

Naafi will also finance the purchase of used cars in UK and Germany.

SEE YOUR NAAFI MANAGER FOR FULL DETAILS OR IN CASE OF DIFFICULTY COMPLETE THIS COUPON WITHOUT OBLIGATION.



Car Sales Manager,
Naafi, London SE11
Please send me details of Naafi HP facilities without obligation. I am interested in



☐ New car for use in

State model

☐ New touring caravan

☐ Used car

☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

N

Name

(Block letters)

Address

(Block letters)

Without Obligation

with Man Management has been having its usual hectic run and at the same time preparing for our harbour inspection in three weeks' time. The ship has taken on a project in a Chinese village on High Island to provide them with electricity in the local Temple and School. Under the guidance of CRS(W) Jock Howieson, RO1(G) Lett, and RO2(G) Kennedy, we set up a radio station, UHF and HF to provide communications with the Commcen and the ship's helicopter, this being the 'Electrification Party's' only link with the mainland. It has proved its worth already as we have so far had two CASEVAC emergencies, one woman and one sailor.

We exchanged SCOs on arrival in Hong Kong and now have Sub-Lieut Colmer as our leader. We all wish Sub-Lieut D. W. Flower and his wife every success and happy days ashore. The staff consists of LRO(G) Askew, RO1s(G) Thurlow, due to depart for UK, Lett, banished to High Island for sending BRN instead of BIS in the monthly signal return, RO2s(G) Moultrie, just qualified in his paint dropping course by covering one Oerlikon, six life rafts and the starboard waist in grey paint whilst painting the foremast, Kennedy and Estabrooks, RO3s McGuinness and Overend. The 'buntings' under the eagle eye of CY Bob Flint are Bernie Barnard, still sweating on his Yeoman's rate, RO1(T) McCormick who claims the record for 11 days' big time spending in Hong Kong: 1,200 bucks on Tiger and two postcards, RO2(T) Strickland, due to leave us in July, and RO3(T) Daniels now holder of the Danae Beira

Patrol Medal. The EW team under the broad shoulders of their Chief comprises LROs(W) Moore, now resigned as ship's postman and patiently awaiting his flight to UK and D by P to civvy street, Brown and Shanks, RO2s(W) Letley, ship's mini driver and photographer, Fogg, Sturgeon, McCarthy, Savva and Hart and last but not least RO3(W) Gillanders. (By Editor—*Wot—no photo!*)

STC DEVONPORT

Greetings fellow communicators from the only STC within sight of the 'Costa del Saltash'.

Since our last literary contribution our former OIC Lieut A. E. P. Briggs, (SD)(C)RN, has been appointed to the Big 'E' (HMS *Excellent!*). Our new OIC Lieut M. J. Cahill, (SD)(C)RN, after changing all his money into Oggies and doing a quick refresher course on 'Janner Dialects', has now taken over the helm.

This year instructors from the STC have covered nearly 2,000 miles on liaison visits to RNR Divisions and CTC's throughout England and Wales.

Cy Sylvester and RS Tarplee are well into their second eight month Iranian Project course with a full class of twenty-four ratings. I feel this will be the last Iranian course they will instruct being as they started greeting people with 'Sobeh Khar' (Good Morning) and only eating food with their right hand.

Our congratulations to CRS Keith 'Target' Tyler on his successes with the HMS *Drake* Shooting Team



THE STAFF

Back row: CY Chambers, CRE Parker, CRS Johnston, CCY Smith

Middle row: CY Bassett, RS Tarplee, CY Flynn, RS(W) Edgar, CCY Harvey, CCY Vince, CCY Johnson, CY Sylvester

Front row: CRS Morris, CRS Ashcroft, Lieut Cahill, Sub-Lieut Shotton, CCY Cooper, PO Wren Ward

on winning the Pistol Team Tiles and SMG Competition and winning him further success at Bisley.

Now a plea from Instructors here at the STC to senior rates of ships sending their RO3 and RO2 Qualifying Courses. Please make sure they are up to the required standard in their practical skills as it is soul destroying for us to have to instruct a class of ratings for two weeks bringing them right up to date in theoretical subjects only to see them fail their examination because they could not read an FRX, MMX or reach the required speed and accuracy for their TTX.

Future development of the STC Devonport include a Fleetwork Trainer and full ICS equipment. Any rumour that we are going to make a take over bid for 'Leydene-on-the-hill' is purely wishful thinking.



HMS 'Eagle' leaving Naples

HMS EAGLE

by CRS(W) McCooey and RO2(W) Kerr

Being a CRS(W)'s assistant has its ups and downs in life, like being told 'We will write an article for THE COMMUNICATOR'. Guess who sloped shoulders?

At the time of writing we are on our way to the Far Flung as Flagship to FO2FEF and his staff. Our own motley bunch are still recovering from a visit to Cape Town, where we received fantastic hospitality. Simonstown STC extended an invitation to our senior rates who accepted with alacrity (thinking of all the free brandy no doubt) and were surprised to meet three ex-RN Communicators: CRS(RCI) Len Coombes, RS(W) Ron Vickers (both now serving at Simonstown STC) and L/TEL Robinson who joined the RN in September, 1951, at Shotley (Class 372). He is now manager of a large Chandler's and Power Boat firm, and an oppo of our CRS(W) who joined about the same time.

We seem to have won a little bit of acclaim, when June 26 at 0735 GMT *Eagle* Comms achieved the first connection into the message routing computer in the Mauritius Comcen. Although HMS *Eskimo* paved the way with trials of the system, we were the first ship to use the computer at Mauritius for traffic handling,

a telegram being the first signal passed.

Our staff is constantly changing and we recently said good-bye to Lieut David Howard and RO1 Pete Woodward. We wish them all the best. A few of the 'regulars' (picked at random for their beer) include: 'G' LRO Doyle, RO2 (Sarah) Vaughan, RO3 Cook; 'T' LRO Creek, RO2 Barclay, RO3 Waterfield; 'W' LRO Lee-Hynes, RO2 Robson, RO3 Kent and clamouring frantically for a mention RO1 Nicholson.

WHITE MESS UP

Anon

Fm HMS *Eagle*

To *Excellent*

SVC. My DIG 230323Z. For undies read undress.

When this signal turned up in my morning's batch, my mind reeled or boggled or both. But before I had time to shout 'Chief!', he was ambling in, already explaining.

We had just finished a hectic NATO exercise working in two watches for nearly a fortnight and had shifted a fantastic amount of traffic. Due to the usual layout and equipment problems, our message-handling system was not perfect (although X section had done their best, I know) and the load was not evenly spread among the watch. One of the hardest-working operators was also usually one of the youngest—the perfit. They had hammered away non-stop throughout their long watches preparing tapes, and despite change-rounds, the lads had become near automatons. So it was no wonder really, that when the Gunnery Officer passed in a hand-written S1574 saying:

Fm HMS *Eagle*

To *Excellent*

My DIG 121130Z Lieut-Comdrs Blank and Blink should bring white mess undress, where the 'r' in the last word looked just like an 'i' and the 'ss' were run together, that the lad on watch, Lenton I think it was, typed UNDIES instead of UNDRRESS, and never knew what he had done.

Yes, I suppose it should have been checked more carefully but at first glance, the hard copy looked fine and away it went on the MRL. It wasn't until next morning that the Chief (CRS Marks) spotted it and sent a swift correction.

Still the combination of the two signals made for amusing thoughts about what actually goes on at Wardroom Mess Dinners at Whale Island.

HMS FOREST MOOR

by RO1(G) Perry

Staff: RS C. Lister (Release), LRO John Davis (Loan from SM1), RO1 Dave Perry (*Rooke*), RO1 Johnny Wolfe, RO1 Tug Wilson, RO1 Ken Wheatley, RO2 Terry Bojas, RO2 Richie Richardson (latter three *Dolphin*), RO2 Speedy Lomas (*Jupiter*), RO2 Fred Scaife (*Wasperton*), RO2 Mac McCorry, RO2 Bob Newberry, RO2 Pete Gooding, RO2 Bob Hope.

Having just spent two months' loan draft in HMS

Mercury from here I've found that a number of people seem to have some funny ideas about HMS *Forest Moor*. So I'll take this opportunity to clarify the most asked-about questions.

Let us begin.

We are an important part of the DCN network situated near the Yorkshire Moors, about 11 miles north west of Harrogate. There are about 50 ship's company and three officers and a large number of civilian workers. At least half of the ratings watch-keep, of whom about 14 are 'sparkers', and about 20 are 'greenies'. There is no complement for 'T's' or 'W's' unless you have compassionate grounds for being here, or possibly if you are due for release and live in the North of England. There are no WRNS here. There is, however, no shortage of 'Dollies' in Harrogate, Leeds, and other nearby places. Oh, and just for the WRNS I have not got a spare Cap tally either.

STAFF OF FO2FEF

by CRS(W) Mortimer

Only minor changes in the staff since the last edition. The staff now consists of:

Lieut-Comdr C. Williams, RN, SCO, Lieut B. Burns, RN, Flag Lieutenant, CCY M. Young, CRS G. Banwell, CRS(W) R. Mortimer, ROs Evans, Tomlinson, LROs Stanwick, Turner, Arrowsmith, Wade. The staff saga continues.

Unfortunately in the last edition the editorial staff left out the second page of our input. So the vast COMMUNICATOR public missed the thrills of our visits to Singapore, Hong Kong and the grounding of the staff MFV on a banyan, whilst under the command of our old SCO, the now Cdr Lorrimer, RN.

In March FO2FEF hoisted his flag in yet another RFA. This time it was the *Olwen* for a visit to Japan. For most of the staff this was home from home, having already spent a couple of months in RFA *Olmeda*. We very soon settled down to a comfortable routine, off watch sunbathing by the swimming pool, badminton, etc. We can assure you it's the only way to do a commission in the Far Flung. (All the staff have been issued with a Sail Navy sticker.)

Yokohama proved a successful visit, albeit pretty expensive. A word of advice, don't put your name down for the brewery run. It was said that you spend more money on beer than the brewery give you.

The staff departure from Japan was quite an evolution. For a few days we were spread all over the Far East. The Admiral and Secretary flew to Singapore. SOO, SWO, A/SEC, CRS, CCY plus most of the staff flew to Hong Kong. Leaving the SCO, Flt-Lieut, CRS(W) and five more of the staff on the *Olwen*. From *Olwen* we did a jackstay transfer to the *Tarbatness*, which eventually took us to Hong Kong. From there the staff teamed up and flew down to Singapore by RAF VC10, the office equipment being transported by a Hercules. This in all was no mean feat when you consider we move something

like 8,000 pounds of baggage/equipment.

The return to Singapore saw five Communicators taking leave in the UK. SCO and CRS(W) went first, followed a day later by the CCY and LROs Turner and Wade. The CRS(W) called into the School and announced that he was P7R which very nearly caused a couple of heart attacks. But as the long standing members know by now, he has in fact got a relief detailed.

After the leave period half the staff joined *Albion* for a visit to Bombay, whilst the rest manned the shore office in Singapore. Then came our next big move. which was to join *Eagle* in Capetown.

This move, again, went very well. The office equipment plus the SCO travelled by Hercules, whilst the staff flew by BOAC, QANTAS and SAL. A tiring but enjoyable trip.

Once we got into *Eagle* and installed ourselves and the office, everyone was quick to explore the delights of Capetown. Would you believe that the temperature on June 17 was 40°F. So far on the staff two colds (flu), one tonsillitis and one something ear. Presents from Capetown. As long as that's all we got.

We three, ie, CRS(W), CCY and CRS are thinking of turnover notes, etc, for our reliefs, whom we will welcome on the staff in August and September. They are CRS(W) Pat O'Clee, CCY Fred Wilesmith and CRS Jim Harris. So this makes it my last effort on behalf of the staff for THE COMMUNICATOR.

Don't forget to come and join us soon, Australia is not too far away again, for the fleet. They have also increased the LOA!



Ron Hill at the key on a KW Vespa, with a G5RV and LW from the second floor of a block of flats (ZB2AV)

COMM-CEN GIBRALTAR

by Ron Hill

Greetings from the Silver and Gold Star Commcen. Much water has passed under the bridge since our last article and many changes have taken place in the 'hole in the rock'. Rationalisation has reared its ugly head but slowly and surely things are taking shape. The new OIC (Lt Clinton) has settled very firmly in the chair, together with A/OIC (3/O 'Kirstie'

Gordon-Roe). CCY Murrell has been promoted Fleet Chief and joins 'Ark' in November, being relieved by CCY Baldock. CRS Hill has been relieved by CRS Hardy, and joins Northwood in October for a short spell before the seas claim him again. RS Hood is being relieved by RS Leek in October—no news where Barry Hood's going to. (RCI Q??). RSs Jones, Baxter, Palmer and Monger remain to keep the watches ticking.

Darts Matches. No cups or otherwise yet but improvements all round in the Rose and Crown, playing in the Gibraltar League.

Soccer. Now the season is finished the Commcen has the best team it's had for the past two years. We have never been beaten by any guardship for the past two years. Results include the rout of *London* 9-0 and *Norfolk* 4-2. We are open to any challenge from any ship (carriers included). In the five-a-side soccer we were knocked out in the semi-final by the penalty clause.

Provisional Examinations. Qualified for CY, LRO Glendinning. Qualified for RS, LRO Bruton-Gibney, with LRO 'Q's Evans, Coulstock, and Alexander.

The whole Commcen staff has been virtually changed round and all settled in very well, especially since the new 'Rooke' junior ratings block was completed and opened on March 26. The new senior ratings block and wardroom is still in process of construction.

HMS GURKHA

by Ayo Gurkhali

We missed the last issue, but that's your hard lines, we were too busy giving FOST and his staff a hard time during our work-up, but now we are fully worked-down again we find time to put pen to paper and drop you another brilliant article. Since the work-up we have had two jollies, Le Havre and Amsterdam (where Jan Strange came into his own as a long-distance swimmer, when he took a flying scissors dive into the Canal, fully booted and spurred of course). Then a quick trip to Varne Deep to assist the Inshores in their Varne-deep-sweep. After a few days in Rosyth we were off to sea again to participate in JMC 161 (we still haven't found out what JMC is!), our work-up buddies *Glamorgan* were there too, but we didn't see too much of her through the notorious North Atlantic goffers. Our one run ashore in Kirkwall proved very interesting to the few members of the staff who managed to get ashore between watches (who said the pubs in Scotland closed at 10 pm).

On return to Rosyth we were taken in hand by the dockyard maties for an AMP, which brings us up to the present day which finds us on passage South for a few days at Portland before sailing for the far flung on May 18. For those ahead of us, keep an eye open for the *Gurkha*, we have some of the biggest animals in the Communications world, and they



Whitbread for choice.

drink anything from McEwans Heavy to Tiger, and Lanliq to Champers. If anyone has ever wondered what has happened to old whatsisname—this is a list of our illustrious staff:

Buntings:

CY Ron Chain-letter Blanchard, LRO(T) Jan Captain Webb Strange, Ian Jock Stein, Crawford Come Back All is Forgiven Jones, Harry Lockhart (The Flying Doctor), Dylis Lawson.

Gollies:

LRO(W) Big Ally McLean, LRO(W) D by P Mudford, Gabby Hayes, Fingers Oliver, Billy-Jack Smart.

Sparkers:

RS John Johnson (Call me God), LRO(G) Ted ROMFT Dexter, Marty the Manker, George Broken-Nose Ellison, Jeff Chippies Mate Chandler, Chopper Myles (of it), Kinky-Boots Edwards, Skin McCaffery.

We are all ably supervised by the SCO—Lieut Griffin.

RNWS KRANJI

by CRS G. F. Parkins

The wind of change that has been imminent over the last year is now sweeping through RNWS *Kranji* with a vengeance. During the past three months the station has been under the process of being turned over to the ANZUK forces; and now only a rapidly dwindling RN contingent remains. However, the good relations between the incoming and outgoing forces is reflected by the smooth turnover and excellent

liaison between all concerned. Admittedly the initial shock of seeing our Antipodean brethren—Soldiers, Sailors and Airmen alike—wandering all over the station and worse still the horrifying sight of an Australian Lance Jack double banking on 8 megs ship-shore, was a little overwhelming. The RN personnel, under the command of Lieut G. A. R. Childs (a tame and friendly greeny), consist of: (future drafts in parenthesis) CRS G. F. Parkins (*Intrepid*), RSs Alan Godden (*Achilles*), 'Derby' Allen (release), Bob Hodder (*Mercury*), and Jim Kennedy (*Ganges*). LROs Charlie Stuart, 'Ginger' Powton, 'Ginger' Strange (all *Mercury* for RSQ), 'Lofty' Loftus (CinC Nav West).

Apart from a few new fences there has been little structural change to the Station, although the utilisation of the buildings—particularly the old Kranji Klub and junior rates dining area—has changed considerably. One very interesting change is that the old senior rates mess has been converted into a club for ALL ranks. The billiards room has been converted into a galley-cum-snack bar from which the watchkeepers may obtain a meal at any time up until 2300.

One of the great tragedies concerned with the run-down of Kranji as a commercial radio station is the sad but inevitable redundancy of all the locally-employed civilian operators and I'm sure that all ex Kranji officers and ratings will join me in saying 'thank you' to them for all the sterling service they have given us over the past years and also in wishing



CinCs COMMENDATION AWARDS

Captain Bradbury (Captain HMS 'Terror') presenting the above Commendation to Mr Haroon Bin Salleh (right), Mr Fadgier (left). Other recipients are Mr Hejaz, Mr Amir, Mr Majid and Mr Ghani. Also shown CRS Parkins

them the best of luck in the future. On Saturday, June 26, we managed (for the first time in history) to gather all four watches together in the Malaysia Restaurant for a farewell dinner party. At the same time six commendations were awarded. Operators gaining the award were: Mr Fadjar, Mr Haroon, Mr Hejaz, Mr Amir, Mr Majid and Mr Ghani.



'Anything you can do I can do . . .'

HMS LONDON

by Fingers S

Staff: SCO Lieut P. C. Abbott.

'G'

CRS(RCI) Williams, RS Colmer, LRO Whyman, LRO Clarke, V., LRO Clarke, P., LRO McBain, RO1 Smith, RO2 Wilson, RO2 Watson, RO2 French, RO2 Scamp, RO2 Watts, RO2 Heckles, RO2 Wheeler, RO3 Allen, RO2 Craig, RO3 Van De Weyer, RO3 Mains, RO3 Symonds.

'T'

CCY(TCI) Howard, LRO Donoghue, LRO Axton, LRO Kilbane, RO1 Thomas, RO1 Woodgate, RO2 Walker, RO2 Hills, RO3 Crabtree, RO3 Brown, RO3 Gibson.

'W'

CRS O'Shea, RS Greensides, LRO Bell, LRO King, RO2 Castle, RO2 Cramphorn, RO2 Hunt, RO2 Beggs, RO2 Donoghue, RO3 Doust, RO3 Findlay.

Having failed to get our Christmas article published, due to missing the printers' deadline and the pressure of work (WF Flagship, 'Woftexs', 'Casexs', 'Navcomexs', etc) precluding an article for the Spring edition, stand by, for HMS *London* is here at long last.

Having deployed to the Med in late January this year, we started our summer cruise with a mere six weeks exercising off Gibraltar, the first fortnight taken up with the Long 'G' Course embarked on this being rather an ear-shattering experience for us Communicators as 'A' turret is mounted on the roof of our mess! Never-the-less, Communicators being

what they are (no comment), we survived to play a major role in Exercise 'Medtrain 71' which occupied the next three weeks or so.

Following 'Medtrain' we embarked on our Italian season which included fascinating visits to Livorno (Pisa and Florence), Trieste (Venice), Civitavecchia (Rome). As can be imagined the culture vultures amongst us greatly enjoyed these visits and for the more sophisticated types (glop-heads!) the Italian wines proved to be far superior to Marzovin and 7-up. Easter time saw us in Malta for our first SMP which also enabled certain members to have their wives out for a brief visit—while those of us not so lucky threw ourselves furiously into rehearsals for that fantastic Western Fleet Review 'Panomania 71', which, under the careful guidance of Lieut-Cmdr Dai Somerville Jones (late SCO), proved to be a tremendous success. Our contribution was a send-up of naval clothing entitled 'Jacques' Spring Fashions' which threw totally unfounded aspersions upon the Communications Branch!

Towards the end of April we took part in the Nato Exercise 'Dawn Patrol' followed by a visit to Naples for the PXD and to take part in the celebrations of the 20th Anniversary of AFSOUTH. Leaving Naples we travelled speedily to Gibraltar and a chance for the majority of us to take a well earned spell of station leave, some of us returning to UK, with others bringing their wives and families out to the Rock. Three enjoyable weeks were spent at Gib and for some it was very hard to break the old RA habit when sea-time faced us again. At the time of writing we are in Malta (yet again!) getting used to a few new faces in the mess and also helping our new SCO (Lieut P. C. Abbott) to settle down. As for the future we have a few more jollies before returning to UK.

That seems to be the lot for now, so from all *London* Communicators to all our readers 'Happy Exercises'.

EXERCISE DAWN PATROL 71

by CRS (RCI) Williams, HMS 'London'

Editor's Note—The following contribution from sea will be of great interest, illustrating as it does, some of the practical difficulties which arise when communicating internationally. It may be thought that there is a note of criticism of our Allies in parts of the article. I am sure CRS Williams did not intend this, and I have not altered any of his wording as the sort of snags he has identified regularly arise and should always be allowed for.

Exercise 'Dawn Patrol' is a large scale NATO exercise held annually in the Mediterranean. In this article I would like to highlight some of the more interesting communication anomalies we met in 'Dawn Patrol 71', in order future Dawn Patrollers beware. The exercise comprised four phases, phase one presented no communications problem, *London* played the role of a 'baddy' and maintained absolute silence until the latter stages when we sneaked in

amongst the 'filthy imperialists' and sank one of their carriers and a couple of escorts. End of phase one.

Phase two was a deployment phase during which we changed sides and took up our position for phase three. Our task in phase three together with an American DLG and an Italian and a Greek frigate was to provide protection to an American aircraft carrier. The complan was ordered by the CTG in the carrier and it was no little surprise to find the inter-ship RATT net designated as duplex, this seemed a waste of terminal equipment which *London* could ill afford but presumably it is not an American problem. In the absence of any parameters being signalled we elected to go for Arrangement 1 as indicated in a well known NATO communications publication and felt quite pleased with ourselves, when only one and a half hours after setting watch we had established two way duplex communication with the carrier. No one else was heard on the net until about two hours later when it became apparent that the carrier was communicating with the American DLG whom we could hear strength 5 but could not print. After trying to establish communication with the DLG we were informed by the carrier that the DLG's keying was reversed to ours and he suggested we bring up yet another terminal equipment on the DLG. At this stage of the proceedings the CRS threw a wobbly. Had we been able to comply with this suggestion the net would have become three way duplex, certainly unique even in NATO communications, but we pointed out that owing to equipment limitations we were not able to do this and went on to suggest that it might be simpler if the DLG was instructed to change to Arrangement 1; nevertheless the DLG remained on Arrangement 2 with the carrier using one terminal equipment with him and another with us and never the twain did meet. The net remained in 'three way duplex' state for a further ten hours, when suddenly without warning the carrier shifted to our frequency making the net simplex, excellent, except for one snag, he changed to Arrangement 2 which left us out in the cold. It took about a further half an hour to sort out what had happened but after that the net remained simplex and communications satisfactory for the remainder of the exercise. Except for one thing, the Italian and the Greek never did come up.

Another net that caused no little consternation was an HF SSB circuit used by the Operations Room. For the first 24 hours communications were hopeless and it was only after a 'brainstorm' session on Inter-ship Ratt between the RIC of the Watch *London* and Comms Officer on the US Carrier that we discovered that the Americans had not the capability to dial tenths of khz on their equipment, therefore because the assigned frequency ended in a whole number they had off-set 2 Khz. With a 500 Hz discrepancy no wonder we had garbled comms. Another problem sorted out and we settled down to a fairly quiet exercise.

Throughout phase three *London* copied a NATO Broadcast controlled by the Americans and despite

poor reception in the area we were operating in, we managed to keep requests for repetitions down to a minimum by obtaining them from ships in company. There is one snag, just lately a lot of people seem to be asking us for replies to signals we have not received.

Phase four of the exercise consisted of the PXD at Naples where we all enjoyed a well earned run ashore and a NATO Naval Review to mark the 20th anniversary of AFSOUTH. At the time of writing *London* is returning to Gibraltar for a three week AMP where we say farewell to our SCO Lieut-Com Somerville-Jones and wish him the very best of luck on the O1 chair at the 'College of Knowledge'.

HMS MINERVA

by CY Sharratt

We left Chatham on April 16 and proceeded to Portsmouth for a shake-down prior to Portland work-up. The majority of the staff were not only new to the ship but most of them had never heard of Portland or the word 'work-up'. On April 27 the ship had a most embarrassing situation to face. The *Minerva* proceeded to sea at 0715 and at 0825 we were off Spithead absolutely helpless. The trouble was a complete main steam failure. We were towed into Portsmouth and believe me there were a few red faces. Troubles over and shake down completed, we eventually arrived at Portland on May 3. First thing was, of course, the ceremonial entry which the SCO and I are pleased to say went off almost perfectly. The work-up scheduled for *Minerva* was only a four week one. All in all the work-up went well and the whole staff really dug out, especially on the day of FOST's inspection. The RS and I still cannot understand why the *Minerva* did duty guard ship on two consecutive weekends when there was another ship (who shall remain nameless to avoid embarrassment) who had more than three times the number of Comms we had. Such is life.

Minerva left Portland on June 3 for Portsmouth to de-ammunition and sailed again the following day for Chatham. This time for docking and pre-deployment leave. We found out that instead of going to the Far East, we are now bound for 'sunny' Bahrain and Beira; mumble, mumble, discontent all round. The SCO is Lieut J. Tate (SD)(C)RN, the RS is RS(RCI) 'Smoothy' Killoran who is very shortly to become a dad. RS(W) Bill Cotton takes charge of the mast painting party as well as the W's. Also the PRI onboard is PO(PRI) Lenny Sherwood, who incidentally suggests that all Yeomen and PRI's should be run ashore oppos as we are all a bit bent and animals. By the next time we drop a line we should be somewhere out east sunning ourselves and getting bronzy for Christmas in Mombasa.

The staff consists of W's LROs Whittaker, Perrett and Rice, RO2s Young and Dixon and ROs Jamieson, Smith and Fitzgerald. Gs LRO Roberts, RO2s Darby, Hickman and Munro, RO1 Chris Parren and JRO Mexey. Ts LRO Bromley, RO2s Dobson, Futymed, Gallagher and JROs Clipson, Hopwood and Stamp.

HMS NAIAD

by CRS N. D. Johnson

Since our last article we have steamed many miles visiting Manila and taking part in 'Subok 71'. From there we proceeded to Hong Kong for a 13 day visit. This was to be our final visit to this jewel of the Orient. Back to sea Singapore bound for our four monthly AMP. First, however, we had to satisfy Daddy 'D' we were an efficient fighting unit. Yes the ship's inspection loomed. However we took it all in our stride. On completion of the harbour inspection we went straight into AMP. The ship's company moved into HMS *Terror* for a near three week period. The change of scenery was much appreciated by all.

During the AMP many members of the ship's company had their wives out to Singapore for a two to three week holiday by courtesy of RAF Support Command. Among the Communicators LRO Bartlett, LRO Turley, RO2 Beckham, RO2 (Greycloud) Gatford and RO2 'Doc' Hare were fortunate enough to have their wives with them. Miss Agnes Weston 'Aggies' put her famous 'REST' at the ship's disposal for the wives' visits.

We left Singapore minus LRO Killick who broke a bone in his wrist and was not allowed to sail with us. He should join us on Beira patrol. And minus RO2 Robb who was to return home for surgery. We hope Seamus Robb will rejoin us on arrival in UK on August 17.

Our sailing from Singapore was a great day for us. It meant the start of the long journey back to home. We sailed on June 1 taking a number of Wrens and some of Aggie Weston's personnel to sea with us for the day. By the charming 'thank you' letters they all enjoyed themselves very much. It was then off to Fremantle and a wonderful week of West Aussie hospitality. We were all sorry to sail on June 15.

Now of course we are heading for the well worn Beira trail for a three week patrol. Then to the popular Simonstown seven day visit. Then north for home via good old Gibraltar.

Draft chits are coming in fast now. My own relief has been detailed, lucky fella, so this will be my last article. One hopes they have been easy to read. Should any keen RO(G), (T) or (W) want to join a very good ship we will be pleased to have you. Put in to join us, you will not regret it. And to any ex 'water nymphs' we will be around Pompey for a while after August 17, come and visit us.

HMS PUMA

THE RETURN OF TOP CAT

by 'Sparkers Incorporated'

After one of the shortest deployments for many years, *Puma* returned to Devonport on May 6, completing a circumnavigation in 174 days. The shortened 'foreign leg' came as a surprise to everyone—even to Sparks who was beginning to limber up for the SEATO 'Exercise PX43'. Some of the better stops included Pearl Harbour, San Francisco, Balboa and

Norfolk Virginia, although the faithfuls, Mombasa and Hong Kong were as good as ever.

Undoubtedly the best visit of all was Monterey, California, which 12 years ago adopted the ship and made the Captain an Honorary High Sheriff. The connection with Monterey started in a Somerset pub in 1959. The Navigating Officer was having several pints with author John Steinbeck and during the course of conversation mentioned that *Puma* had no mascot. John Steinbeck, some of whose novels are based on Cannery Row, Monterey, set up a close liaison with the City of Monterey authorities and *Puma* and shortly afterwards a live Puma, Flora, was presented to the ship. This was kept in Paignton Zoo. To keep us closely in touch with the city a stuffed Puma, Dora, was also presented, and this travels wherever we go.

The ship's first visit to Monterey was in 1968 when she was able to make a very brief call. With the change of programme this year came the very welcome news that we were to make a 6 day visit to 'our port', the first major visit that the ship has made. We were welcomed with open arms and for the next six days we enjoyed thoroughly a run to beat all runs.

Over a quarter of the population of Monterey visited the ship which was open to visitors every day. There was much organised entertainment, dances where the ship's group played and everyone found a tumultuous welcome. So much so in fact that most of the department begged for their '24 hour on' to recuperate. Even this had its problems, because if we were not visiting Elmer then Elmer was visiting us! We must not forget that our LRO(T) lost his heart to Monterey and so keeps a Puma paw in that camp. On top of all this diplomatic activity the ship managed to hold off many sporting fixtures—except the rugby match where the biggest 15 rugby players in the States gave our predominantly Welsh XV a big lesson. There are at least four Communicators in every ship's first team.

Rugby: RS Williams, CY Parkinson, LRO(G) Ellis, RO2(G) W-Morris.

Soccer: CY Parkinson, RO1 Rendall, RO2(G) Browne, RO3(G) Crabtree, RO2(G) Russ (now Burnham).

Hockey: Lieut Morrow, CY Parkinson, LRO(G) Ellis, RO2(G) Browne, RO2(T) Bradford.

PS. The Yeoman always gets a hammering!

Non-combatants, but supporters include: LRO(T) Fleming, RO1(G) Coombe, RO2(G) Peglar (ex *Salisbury*), RO3(G) Gimblett, RO3(G) McMeiken, RO2(T) Walsh, RO2(T) Marsh and RO2(T) Foster.

The department's football team has only been beaten twice since June 1970 and considering the small size of the department (17 in all) this is a record we are proud of.

We were sad to say goodbye to our Captain, Comdr A. M. G. Pearson at Norfolk, and we welcomed Comdr N. A. D. Grant there dangling from a helicopter wire. The conversion of the Navigating Officer to our way of thinking has now been accomplished and he joins the next long (C) course

in *Mercury*. During the long ocean passages on our east about way home, we did not experience any of the normal difficulties of long distance communications which was gratifying. With excellent co-operation from our Australian, New Zealand and Canadian counterparts not many snags arose. Working with some of the American stations certain language problems crept in, but by and large we managed to win in the end.

RNCC SINGAPORE

by R. S. Crozier

The cartoon below just about sums up the situation at the RN Commcen at this time. With the run-down already started and the closure pending, the Australian and New Zealand forces have already started their 'take over bid'. Since April we have had an average of six members of the ANZ forces in each watch, double banking RN operators so that when the ANZUK TRC opens in August (tentative) the operators will be proficient and fully conversant with RN procedures. The WRAN have become so proficient that we already have a RN/WRAN wedding planned for July!

The new Commcen which will be under the auspices of the Australian Army is known as 9 ANZUK Signal Regiment and is broken down basically into two Signal Squadrons, 146 being Technicians, and 147 Operators. The latter squadron will comprise some 250 personnel provided as follows: Australian Forces 45%, British Forces 40%, and New Zealand Forces 15%. The RN element consists of 1 RS, 2 LRO's and 12 RO's who will be controlled by CCY 'Harry' Kime, RAN, who some may remember as LRO(T) Kime at *Mercury* in 1964.

New additions to the RN Commcen have been few, but we welcome CRS Gemmell who has taken over the 'hot' seat from CRS Nicholson. CCY Ray Underwood has relieved CCY Joe Bowden. Our

next article will be our last, and we hope the editor will bear with us if we tend to burble on a bit. (By the editor—Granted!)

FORT SOUTHWICK

by FCRS M. J. Matthews

Fort Southwick is one of a chain of forts built around Portsmouth in the mid-nineteenth century on the orders of Lord Palmerston (Prime Minister) in spite of bitter opposition from the Chancellor of the Exchequer—Mr Gladstone—to defend the port against attack by the French. Palmerston considered Portsmouth was unlikely to be attacked from seaward: the prime danger lay in a landing on either flank, with a subsequent attack from landward. The main gun emplacements therefore faced inland: in fact, the French invasion never materialised and because of this, and the considerable sums of money spent in building them, the forts became known as 'Palmerston's Follies'. All told there are 21 forts including three covering the seaward approaches to Portsmouth harbour and actually built up from the seabed.

When completed, the Portsdown forts represented an advance on any which had previously been built in this country. Departing from the classic bastion system of fortification, whose weakness was the comparative lack of direct fire power, they represented the 'polygonal' construction which had replaced it, with angles sufficiently obtuse to allow converging fire from two faces as well as direct frontal fire. Low-lying, they were difficult to make out at any distance in advance, since no masonry was visible and the earthworks merged into the landscape. With their deep ditches, covered ways protecting the glacis, *chemins des rondes* on the escarp to oppose escalade, use of traverses to prevent enfilading fire, and strong gorge buildings guarding against *coups de main*, by the plentiful provision of embrasures and loopholes covering the interior of the fort as well as its rear, these 'last self-contained castles to be built in Britain' were an impressive sight in their day and generation.

Fort Southwick was built by French prisoners of war at a cost of £10,000 and was completed in 1860. It was occupied by the Army until the beginning of World War 2. An underground headquarters for use by the Commander-in-Chief Portsmouth, was excavated beneath the fort by Welsh and Belgian miners of the Pioneer Corps, and completed in 1942. This headquarters provided considerable support for Operation Overlord—the Normandy invasion in 1944—and was only a mile away from Southwick House (now HMS *Dryad*) where the Allied Naval Commander, Expeditionary Force had his headquarters. After completion of hostilities the Fort was used as a part of HMS *Mercury* for hastening up the demobilisation of HO ratings. During the 1950's the whole complex was in care and maintenance and was only activated when required by C-in-C Portsmouth for major exercises. In 1962 the fort became the NATO



'Tri-Nation, Tri-Service, Bi-Sexual, or so they tell me!'

HQ of CINCHAN and remained so until reorganisation resulted in that command moving to Northwood in 1966. It then became the headquarters of C-in-C Naval Home Command—Plans and Exercise division—Flag Officer Carriers and Amphibious Ships and the Portsmouth HQR unit HMS *Southwick*.

With the reducing to a national status the requirement for large operations facilities in the underground Headquarters ceased, and the past year or so has seen a gradual gutting out of the underground offices. All that now remains underground is the Communications Centre and plans are now afoot for that to be moved to a new building which will be built on the upper parade ground in the near future. This Communications Centre will be fitted with its own TARE together with all the modern devices used in communications facilities and also the advantage of keeping an eye on the weather!

The communications team consists of SCO—Cdr Clark, DSCO—Lieut Wilson and OIC FCRS Matthews together with a miscellany of male and female RN ratings and a civilian team, all of whom make Portsmouth major TRC tick along.

HMS TRIUMPH

by CRS B. F. Parkes

If you are looking for an acting local rate then *Triumph* is the ship for you. With the exception of the CRS, the CY and the three LROs are at present all acting local rates. Apart from our trip to the Pakistan disaster area last year our only trips since have been to Hong Kong for AMPs and guardship duties.

As the rundown of Singapore continues the RAs are fast disappearing from the scene to the many delighted taunts of the virtualised members. With the large number of the latter now borne on the ship's books, many varied *Triumph* activities are now springing into being, from metal work to adventurous expeditions into the dreaded Ulu. There is something going for everyone, apart from the proverbial bed and booze.

Come November and the 25-year-old girl will point her bows towards the Indian Ocean and head for home, to much delighted cheering from the ship's company. After a stay in Mombasa the remainder of the trip home promises to be delightful, according to the buzzes leaking from the engine-room and the chef's deep chip fryer.

The Communications Uckers team narrowly lost the Uckers Championship but were later consoled by winning the crate of Tiger for the cleanest messdeck. The 'Ville' has undergone drastic changes. The 'Sembawang Hilton' and various other stalls all having been removed to the side of the village stream under the new title 'The Sembawang Eating Patio'. The strine speech of the ANZUK forces can now be heard everywhere, while *Terror* looks more like an Australian army camp. The language barrier is fast being broken by the delightful branded beauties of the female ANZUK forces who seem to be increasing in number daily.

Recent departures from the staff are CY Patrick to Whitehall Commcen thence civvy street and RO2(G) Nott to FSL and LRO's course. MVRB signing off.

HMS TARTAR

ROUTINE 050610Z JUL '71
FROM HMS TARTAR
TO RFA DEWDALE
INFO D1 FE
HMS MINERVA

BT
UNCLAS RTT.

1. A TIGHT BLACK SKIRT HUNG FROM
HER WAIST,
HER BLOUSE WAS A GREYISH BLUE
A JET BLACK HAT AT AN ANGLE SAT,
WHAT A TANTALISING VIEW.
AT FIRST SIGHT SHE BECKONED ME,
QUICKLY TO HER SIDE I CAME
AND AS I RUSHED TO MEET HER,
MY MIND GROPED FOR HER NAME
OUR FINGERS TOUCHED, THEN WE
EMBRACED,
BUT I WAS DOOMED TO FAIL,
FOR ON HER SIDE IN LETTERS BOLD,
I READ THE WORD—DEWDALE.
2. NEVER-THE-LESS, THE TARTAR TRIBE
HAVE ENJOYED EVERY DAY WITH
YOU, AND WILL MISS YOU UP THE
GULF.

BT

ROUTINE 050810Z JUL '71
FROM RFA DEWDALE
TO HMS TARTAR
INFO D1 FE
HMS MINERVA

BT
UNCLAS RTT.

- YOUR OH FIVE OH SIX ONE OH ZED.
THANK YOU FOR THE THINGS YOU SAID.
PLEASE DON'T THINK THAT WE ARE
QUEER,
WITH MATELOTS HANGING ROUND OUR
REAR.
THIS SEXY WIGGLE, WE'LL HAVE YOU
REMEMBER
IS MERELY OUR VERSION OF CORPEN
NOVEMBER.

BT

HMS VIDAL

The White Ghost of the Gulf

by RS Seers

(Staff: Lieut C. M. Carleton, SCO RS Seers, LRO(G) Porteous, LRO(G) Naylor, RO1(G) Potter, RO2(G) Rich, JRO(G) Harris).



HMS 'Vidal' on survey in the Gulf

We thought it was about time you heard from *Vidal*, especially as this will be the last time, as *Vidal* is paying off for the final time on our return to Chatham. At the time of writing, we are sitting alongside in Bahrain, for the last time, and when we sail, most of us will be pleased to see the paying off pennant flying. Our survey work in the Gulf is finished well on time, despite the unusually bad weather we've had in the Gulf this season. Most of the staff have had a month or so ashore either last year or this, and they thoroughly enjoyed it, living like desert rats under canvas. Perhaps it was the £3 odd extra a day subsistence they were getting.

At one time we had six different camps out, the largest being at Abu Dhabi with three survey boats. As our establishment of portables is three Collins KWM2A SSBs, six Pye 125T SSBs, not to mention the six 635s, the only snag was the ship-borne equipment, one 640 and one 618. We rigged up one of our Collins on the bridge for the survey net. With all our different aerials rigged the ship looked very interesting to would-be foreign observers! The Collins also came in handy when the 640 went U/S in the South Atlantic, as it is capable of pushing 1Kw, we had no trouble in raising CFH on ship-shore.

In our two years so far we have been to Pompey, Portland, Tenerife, Funchal, Dakar. Ascension Island, St Helena, Simonstown, Mombasa, Masirah, Salalah, Dubai, Abu Dhabi, Doha and Bahrain, and we must not forget 'Sir Abut Nu'air', which is a small desert island in the middle of the Gulf, where we had numerous banyans. On the way home, we have three weeks in the Seychelles with HM survey ships *Bulldog* and *Beagle*, then Simonstown, Gib, and home to Chatham on August 3.

To anyone who is thinking about volunteering for a survey ship, I would say think very carefully. It is hard work, with twice as much sea-time as any grey-funnel line, but it does make your Bank Manager happy!

The funny for the trip: on sending an Atel to GKL for a radio telephone booking, via Bahrain, the reply came back 'Whoever you are, wherever you are, this is Radio Telephony, not Telepathy'. Bahrain had forgotten to change our Tactical c/s to our International c/s.

FLAG OFFICER FLOTILLAS WESTERN FLEET

It is a year since last we went to press in 'The' magazine. At that time we had just finished 'Gibex'—this time we have not long finished 'Medtrain', a similar type of exercise but with one big difference, the Staff have been accommodated in the Flag Ship HMS *London*, not the Caleta Palace Hotel. Changes have been made in the past year and some are due soon. Of these I will write first. The complement has been changed. Instead of two (T) and four (G) junior rates it is now four LRO(T), RO2's Cornford and Evans being drafted to *Mercury* for LRO's course without relief. LRO's Ferguson and Wilkinson will be relieved by LRO(T)'s in due course. Rear-Adml J. E. Pope and Lieut-Adml J. Beattie are due to leave in June, the new FOFWF being Rear-Adml A. M. Power, MBE, and the new Flag Lieutenant Lieut-Adml D. Fremantle of FEWO fame—who joins in September. CRS M. J. Challiner relieved CRS B. Grindley in May last year, Hello Charlie, goodbye Noddy, and in turn is being relieved by CRS D. Bignall, soon to be FCRS in August—Greetings Sir!

The flag ship for the majority of the past year has been *London*. They have done us proud and stood up to the strain well. A grateful thanks to you all, and hope you have enjoyed yourselves as a 'private' ship, see you again soon.

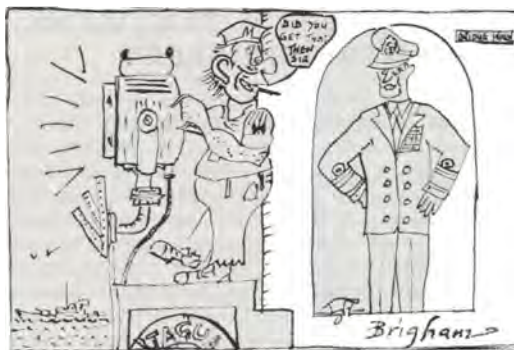
I have enclosed a photograph (above) of the Staff being driven on the 'Medtrain Express' by our 'Boss'. I only hope it will fit into the pages as I feel sure we have another first on our hands. Last year an Admiral 'Taking the strain'. This year an Admiral 'Engine driver of a dockyard train'. PCT's do have their uses. . . .

The cartoon (overleaf) (many thanks to LRO(T) Young, HMS *Eagle*) needs a little explanation. Be it therefore known that on a certain day in the sunny Mediterranean, a grey war canoe of Her Britannic Majesty did put to sea in company with one other. On board the first rode the mighty FOFWF, standing



MEDTRAIN EXPRESS

With Rear-Admiral J. E. Pope, FOFWF, at the wheel—tiller, throttle . . . and Lieut Cdr J. Beattie his Flag Lieutenant keeping a good look-out in the bows



in the port wing in all his glory. The second war canoe being stationed on the port beam did decide to communicate with the first by special means, to wit, flashing light. No sooner did the light flash than an eager minion onboard the first ship (who shall be nameless in this tale) did eagerly reply in the proper manner. Unfortunately when words were flashed the eager young man (RO3) was at a loss and did not reply in the correct manner. After a little while a voice from behind did say 'Set'. A little while later the same voice said 'Watch', and even later 'Circuit', then '203 Delta'.

After which the eager young man 'rogered' his signal. I have it on fairly good authority that the voice then explained to the eager young man that Her Majesty's Government paid a Rear-Admiral a fair amount of loot, none of it to read signals by light—for which the eager young man was paid. There is a moral there somewhere.

In the past year we have had our fair share of 'runs' but as they only differ in content and duration, little need be said. Exercises have caused their usual nausea. As this is what basically we are paid for, we do our best and put up with it. Which is not to say we do not take them seriously of course. If anyone decides to volunteer for a Staff job—be warned now—we may play hard but do, on occasions, also work hard and move around quite frequently.

The Staff 'Gypsy' (CRS(W) Mick Turley) is still pounding his way around the ships of the Flotilla—its, a toss-up which he knows best—British Rail timetable or the AA BOOK OF THE ROAD.

CCY(TCI) 'Jan' Gilbert is due to relieve me in December—Cheers Blue!—and as he has been with our Aussie cousins for a few years, he will undoubtedly require an interpreter—A/CY Chambers will help you Jan!

A word to all Western Fleet Flotilla Communicators. FOFWF Comms staff is here to help, a phone call or signal—and one of us will pay a visit.

It just remains for me to extend our thanks to *Ajax* and *Salisbury* for their help during 'Bookmaker'. *Eskimo*, *Reclaim* and *RFA Lyness* for our trip to Copenhagen and *Eagle* for looking after our signals during 'Bellum', *Blake*, *Norfolk*, *Antrim*, *Devonshire*

and all the rest for looking after our Flag.

A final thanks to FO Gibraltar Comms Staff for once again giving us a first class service. The 'Druid' will return.

SUSSEX DIVISION RNR

by CCY Cherringan

We can't remember the last time we were in print or even mentioned in *THE COMMUNICATOR*, so we feel the time has now come to let you know we are still in being and to enlighten serving Communicators of our purpose in life.

We are one of 11 RNR Divisions and also the Parent Division for Bexhill and Maidstone Communication Training Centres. Our main task is the training of Communications personnel to man HMS *Curzon*, our coastal minesweeper. We also train personnel, including WRNR, for duties in shore Comms.

This ship carries out many tasks on weekend and fortnight cruises suitably interspersed with visits and jollies to Continental and Channel Island ports, sometimes even spreading as far afield as Gibraltar and the Mediterranean. In fact at the time of writing HMS *Curzon* is on a four day visit to Zaandam.

There is, however, one black cloud, this being the shortage of Communicators, both at this Headquarters and Bexhill CTC, and unfortunately Maidstone CTC is shortly to close because of the shortage of numbers. So, if you are about to go outside and wish to carry on communicating on a part time basis, the RNR could prove both interesting and financially rewarding.

Why not come along, have a drink and a chat, at our brand new headquarters in Hove, where you are assured of cordial welcome, and we can give you more details.

Our address is: HMS *Sussex*, Maxwell Wharf, Wharf Road, Hove (near the Adur Hotel). Telephone Brighton 44384.

Best wishes to all Communicators wherever you may be.

Excuses, excuses . . .

'It didn't happen on my watch . . .'

'That's what he sent . . .'

'I knew what he meant . . .'

'On my last ship we . . .'

**MOST BACK NUMBERS OF
'THE COMMUNICATOR' ARE
AVAILABLE FROM THE
TREASURER, PRICE 12p each**

COMMUNICATIONS GAZETTE

APPOINTMENTS

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

Name	Rank	Whither
ABBOTT, P. C., BSc	Lieutenant	London
ADAMS, N. J.	Sub-Lieut (SD)	President (Commcen Whitehall)
ALLEN, D. C.	Lieut-Cdr	SCO & OIC Hong Kong W/T
ASHMORE, SIR E., KCB, DSC	Admiral	CINCWF, CINCHAN, CINCEASTLANT
BURLING, W. J.	Acting Lieut-Cdr (SD)	Warrior Staff of CINCHAN/CINCEASTLANT
CARRINGTON, J. A.	Sub-Lieut (SD)	Ark Royal
CASE, J. R.	Acting Sub-Lieut (SD)	Glasserton
CAVE, R. F.	Lieut-Cdr	Mercury (as T1)
CHERRY, D. C.	Acting Sub-Lieut (SD)	Blake
CLARK, G. C.	Lieut-Cdr	Scarborough (1st Lieut)
COLMER, A. A.	Lieutenant	Danae
COPP, R. L.	Lieutenant	President (addl for exercise duties in MOD)
COSSINS, R. A. P.	Lieutenant	Andromeda
CRICHTON, C. W.	Sub-Lieut (SD)	Scarborough
DAVIES, B. A.	Lieut-Cdr	RAN Exchange
DAVIS, E.	Lieutenant (SD)	Dido
DIBBLE, R. K.	Lieut-Cdr	Malabar (SOO & SCO to SNOWI)
DODSWORTH, P.	Lieutenant (SD)	Naiaid
DRAKE-WILKES, S.	Lieutenant	Mercury (Adv Course)
EDWARDES, J. C.	Acting Sub-Lieut (SD)	Abdiel
EVELEGH, M. C.	Commander	DSS
FARROW, M. J. D.	Lieutenant	Aurora
FEILER, P. R.	Lieutenant (SD)	Anzuk JFHQ
FLOWER, D. W.	Sub-Lieut (SD)	Mercury (Adv SD Course)
FRANKLIN, R. D.	Captain	Defence Naval & Military Attache Hague
FREEMANTLE, D. J.	Lieut-Cdr	SCO to FOFWF
FULFORD-DOBSON, M.	Commander	MOD (Staff Officer CDCN)
GOACHER, M.	Lieutenant (SD)	Mercury (as T3)
GRIFFITHS, R. D.	Lieutenant RAN	Mercury (Adv Course)
HAMMER, G. D. R.	Lieut-Cdr RAN	Revert to RAN
HIRON, D. E.	Lieutenant RAN	Mercury (Adv Course)
HUGHES, S. E.	Lieut-Cdr	CINCWF
HUMPHRIES, R. R.	Sub-Lieut (SD)	Mercury (Adv SD Course then as E3)
JACKSON, D.	Lieutenant (SD)	Fearless
JACKSON, S.	Lieutenant (SD)	Raleigh
JAMES, P. K.	Lieutenant (SD)	President (Commcen Whitehall)
JAY, K. H.	Lieut-Cdr	Dryad
JONES, M. M.	First Officer WRNS	Fulmar (OIC WRNS)
KERRISON, A. C.	Sub-Lieut (SD)	Mercury
KING, P. J.	Lieutenant	Mercury (Adv Course)
KNAPP, M. G. A.	Lieutenant	Euryalus
KNIGHT, A. E.	Sub-Lieut (SD)	Mercury (SD Course then as AT3)
LEVENE, L. F.	Sub-Lieut (SD)	Jupiter
LORAM, D. A., MVO	Captain	Glamorgan (Command)
MITFORD, T. B., BA	Lieutenant	Scylla (SCO to D1FE)
MUGGERIDGE, M. A. D.	Acting Sub-Lieut (SD)	Devonshire
MURPHY, J. T.	Lieutenant RAN	Juno (RN Exchange)
NUGENT, M. A.	Sub-Lieut (SD)	Mercury (SD Course then as T3)
POPE, J. E.	Rear Admiral	COS to CINCWF
PRATT, T.	Sub-Lieut (SD)	Mercury (as F2)
REDMOND, W. D.	Lieut-Cdr	Intrepid

Name	Rank	Whither
RICHARDS, M. A. H.	.. Lieutenant (SD)	A.S.W.E.
RIVERS, F. D.	.. Acting Lieut-Cdr (SD)	COMIBERLANT
ROBERTSON, H. A.	.. Lieutenant	Hermione
ROE, C. E. K.	.. Lieutenant	Charybdis
ROGERS, O.	.. Acting Sub-Lieut (SD) RAN	Devonshire
ROSCOE, E. A.	.. Second Officer WRNS	RNC Greenwich (21/C WRNS OTC)
RYALL, R. K.	.. Lieutenant RAN	Mercury (Adv Course)
SANDERS, C. H.	.. Lieutenant (SD)	CAF Exchange
SANDERS, J. T.	.. Lieutenant	Tenby
SCLATER, E. G. L.	.. Lieut-Cdr	Glamorgan
STRAKER, B. J., OBE	.. Captain	Fearless (Command)
STRAW, H. B.	.. Sub-Lieut (SD)	Albion
STYLES, R. C.	.. Sub-Lieut (SD)	Mercury (as NE3)
THOMPSON, R. A.	.. Lieut-Cdr (SD)	Mercury (as RCO)
THORPE, F. R.	.. Lieut-Cdr (SD)	President (DNS)
VEAL, J.	.. Lieut-Cdr (SD)	St Angelo (I/C Malts Commcen)
YEATES, D. A.	.. Sub-Lieut (SD)	Bacchante

PROMOTIONS

To Captain D. A. P. O'REILLY

To Commander

M. G. M. W. ELLIS

To Lieut-Cdr (SD) (C)

J. VEAL

J. R. EDWARDS

N. S. D. BARRETT

To Lieut (SD) (C)

A. H. BROOKS

R. S. WITHERS

A. E. FIELDS

N. J. BINNS

C. C. SMITH

P. K. JAMES

To Commander (SD) (C)

J. PEARCE

To Acting Lieut-Cdr (SD) (C)

J. BURLING

F. RIVERS

To Acting Sub-Lieut (SD) (C)

J. DANCE

A. R. W. HULLEY

M. R. SKINLEY

RETIREMENTS

Commander A. C. O'RIORDAN

Lieut-Cdr (SD) (C) D. W. COGGESHALL, DSM

Lieut-Cdr (SD) (C) D. Dobson (Re-appointed)

Lieut-Cdr (SD) (C) E. GOUGH

Lieut-Cdr K. M. TEARE (Re-appointed)

Lieut-Cdr (SD) (C) W. C. Waters

Lieut (SD) (C) G. A. STRATTON

RATINGS

Promotion to Acting Fleet Chief Petty Officer

D. ALDERSON, CRS

P. AUSTEY, CRS

W. G. R. BERNARD, CRS

D. J. BIGNELL, CRS

D. BLACKWELL, CRS

M. A. CARPENTER, CRS

A. J. COKES, CRS

D. COUNIHAM, CCY

J. W. EDGE, CRS

R. R. FOSTER, CCY

T. C. W. HANKEY, CCY

P. W. KITCHIN, CCY

A. W. LILLINGTON, CRS

M. J. MATTHEWS, CRS

L. MURRELL, CCY

P. L. NEWTON, CRS

P. L. O'ROURKE, CRS

R. C. SANDERS, CRS

A. D. SHUKER, CRS

DECORATIONS AND HONOURS

British Empire Medal E. HAYWARD, CRS

ADVANCEMENTS TO CPO

To CRS

GOODING, B. T.

JOHNSON, N. D.

TAYLOR, D. B.

HARRIS, R. S.

HALLIHAND, D. A.

WHARTON, J.

DIXON, J. E.

To CRS(W)

MOSES, C. C.

ELDER, J. M.

HOWIESON, J.

To CCY

TYRER, E. A.

WINDSOR, T. T.

OGIER, L. R.

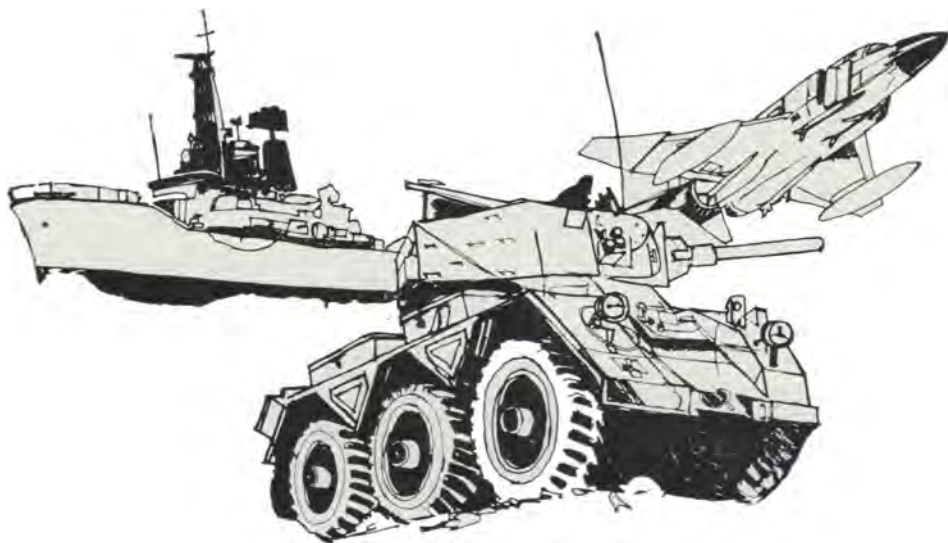
DRAFTING

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	Name	Rate	Whither
ARRUCKLE, F. W.	CRS	Norfolk	CUTHBERTSON, W.	RO2(T)	Charybdis	GILBERT, C. L.	CCY	Mercury
ANTHONY, M.	RO1(T)	Ashanti	COMER, S. W.	RO2(G)	Fearless	GURD, J. A.	LRO(T)	Dartmouth
ANDREWS, O. E. M.	RO2(W)	Euryalus	CORNFORD, S. J.	RO2(G)	Mercury	GREGORY, D. T.	RO2(W)	Mercury
ASTON, T. R.	A/LRO(G)	Mercury	CRAMB, D.	RO2(T)	Tamar	GATELEY, B. T.	RO2(T)	Mercury
ALEXANDER, W. R. W.	A/LRO(T)	Mercury	CAPPER, J. A.	A/LRO(W)	Danae	GADSDON, A. M.	RO2(T)	Maiaid
ALLEN, D. G.	A/LRO(G)	Sultan	GRAYFORD, P. R.	RO2(G)	Falmouth	GOWER, N. W. J.	RO2(W)	Mercury
ANDERSON, J. M.	RO2(W)	Ganges	CARSON, K.	CRS	President	GRATTON, K.	RO2(G)	Mercury
ASKEW, D.	CY	Mercury	COLEMAN, N. R.	LRO(W)	Tangmere			
AMIS, C. D.	JRO(G)	Andromeda	CHRISTIAN, R. W.	RO2(G)	Dolphin			
AJAYI, P.	JRO(G)	Devonshire	CHAPMAN, W. M. C.	RO2(G)	Victory	HERMANS, J. R. D.	RO2(G)	Dolphin
BAIN, T. K.	RO2(T)	London	COX, S. G.	RO2(G)	Osprey	HARRISON, B. G.	LRO(T)	Dundas
BUGG, J. A.	RO2(T)	Eagle	CARR, C. B. J.	RO2(G)	Mercury	HAYHURST, S. J. T.	RO2(G)	Enterprise
BONNAR, J. J.	RO2(G)	Mauritius	CONNOLLY, J.	A/LRO(W)	Whitehall	HUTCHINS, E. E. E.	RO2(T)	Danae
BENNET, D. J. H.	RS	Mercury	CARR, A. W.	LRO(W)	Drake	HOPES, A. V.	RO2(T)	Mercury
BOJONA, M.	RO2(G)	Eagle	CROWLEY, M.	LRO(G)	Victory	HUGHES, T. J.	RO1(G)	Mercury
BYCROFT, J.	A/RS	Mercury	CUDMORE, G. B.	LRO(G)	Drake	HAMILTON, J.	RO2(G)	Mercury
BROWN, T. J.	RO2(G)	Mercury	COLLINS, M. S.	A/LRO(G)	Warrior	HILTON, R.	RO2(G)	Dolphin
BOWDEN, J.	CCY	Mercury	COLLINS, B.	RO2(W)	President	HURST, M.	RO2(T)	Mercury
BERESFORD, R. L.	RO2(T)	Mercury	COE, R. J.	RO2(W)	CINCNAVHOME	HART, R.	RO2(W)	President
BEER, P. R.	RS(W)	Lincoln	COX, R. C.	RO2(G)	Mercury	HICKS, B. R.	RO2(G)	President
BRAMLEY, N.	CRS	Wessex	CHESHIRE, M.	LRO(G)	Mercury	HARRIS, D. W.	RO1(T)	Lincoln
BREWARD, T. D.	CCY	Cochrane	CLARKE, V.	A/LRO(G)	Mercury	HOLDCROFT, R. H.	RO2(W)	Glamorgan
BELL, G. W.	RO1(G)	Penelope	CRANE, B. E.	LRO(G)	Mercury	HICKIN, K. R.	RO2(G)	Devonshire
BROWN, R. G.	LRO(G)	Mercury	CARTHEW, G. O.	JRO(G)	Plymouth	HARVEY, P.	CY	Victory
BROWN, E.	RO2(T)	Danae	CHAMPION, L. J.	JRO(G)	Devonshire	HOLT, F.	RO2(G)	Terror
BURHOUSE, G. B.	LRO(G)	Llandaff	CORNWALL, V. J. P.	CY	Mercury	HOGG, D. G.	RO2(G)	Mercury
BEVAN, A. T.	RO1(G)	Arethusa	COOKE, C. E.	JRO(T)	Hermione	HANHAM, R. I.	A/LRO(G)	Neptune
BERRY, B. D.	RO2(T)	Puma	CAPEWELL, W.	JRO(T)	Hermione	HUTCHINS, M. S.	LRO(G)	Focas
BURKE, E.	RO2(G)	Endurance	CARLTON, B. A.	JRO(W)	Lowestoft	HEPPER, D. J.	A/RS(W)	Eagle
BIRCHENOUGH, K.	RO2(G)	Blake	DODD, A. G.	RO2(G)	Highburton	HUTCHINSON, K.	CRS(W)	Mercury
BROWNLEE, R.	A/LRO(G)	Andromeda				HARNES, D. W.	LRO(W)	Victory
BRENDLEY, J. E.	RO1(G)	Mauritius	DAYIN, P. M.	RO2(G)	Mauritius	HEALY, A. J.	JRO(T)	Devonshire
BELL, D. W.	RO2(G)	Bulwark	DULLIGALL, D. P.	RO2(W)	Whitehall	HICKS, N. J.	JRO(G)	Bulwark
BROCKIE, B.	RO3(T)	Aurora	DEAR, D. A.	RO2(W)	Osprey	HEATHER, S. G.	RO2(T)	Warrior
BARRY, P. J.	LRO(W)	Bacchante	DURRANT, J. N.	CY	Keppel	HARDING, D.	LRO(G)	Mercury
BLENZIE, J.	RO1(G)	Tangmere	DAVIES, B. A.	RO2(G)	Mercury	HOPES, A. V.	RO2(T)	Ganges
BALDOCK, J.	CCY	Rooke	DUNK, L. C.	CCY	Mercury	HEATON, G.	RO2(T)	Warrior
BROWN, T.	A/LRO(W)	Valiant	DUNSTAN, K.	RO1(G)	Lincoln	HUNT, M. J.	LRO(T)	Mercury
BAILLIE, D.	RO2(T)	Mercury	DAVEY, M. J.	A/LRO(W)	Salisbury	HARRISS, R. S.	CRS	F02FEF
BURKE, B.	RO2(T)	Albion	DENNIS, C. M.	RO2(T)	Mercury	HARRIS, I. K.	RO2(T)	Mercury
BAKER, T.	RO2(G)	Mercury	DOLY, R. K.	A LRO(G)	Mercury	HARDMAN, E. D.	RO2(G)	Mercury
BRADLEY, J. A.	CRS	Bristol	DICKSON, S. A.	RO2(T)	Cochrane	HILDRED, G. R.	RO2(G)	Mercury
BREWARD, C. R.	RO2(G)	Hardy	DYER, P.	JRO(G)	Berwick	HILL, G. J.	LRO(T)	Glamorgan
BRAWN, R. J.	RO2(W)	Dundas	DADE, N. J.	JRO(T)	Aurora	HOULDING, S. S.	RO2(G)	Mercury
BROUNGER, J. R.	RO2(T)	Charybdis	EDWARDS, R. J.	CRS	Mercury	HILLMAN, P. J.	RO2(W)	Mercury
BECKLES, A. B.	RO2(W)	Mercury	EVANS, J. R.	LRO(G)	Mercury	HARVEY, K.	LRO(G)	Mercury
BRENT, A. L.	CRS(W)	Mercury	ELICKER, R.	RO2(T)	Ashanti	HOOPER, T.	RO2(T)	Cochrane
BLACK, G. D.	RO2(G)	Dolphin	EVANS, D. R.	RO1(G)	Scarborough	HAIG-HADFIELD, M.	RS(W)	Mercury
BERESFORD, R.	RO2(T)	Tartar	EVANS, F.	RO2(G)	Mercury	HATCH, J. P.	LRO(W)	Charybdis
BROUGHTON, A.	RO3(W)	Diomedes	EVERS, R. G.	LRO(G)	Mercury	HOPWOOD, J. E.	JRO(T)	Charybdis
BAILEY, P. J.	RO3(W)	Devonshire	ELLIS, S. W.	JRO(G)	Mercury	HORNE, M. J.	RO2(G)	Olympus
BARRY, K. G.	JRO(G)	Sirius	ELLIS, D.	A/RS	Falmouth	HOPWOOD, D. A.	JRO(T)	Minerva
BETTESWORTH, G.	RO3(G)	Cavalier	ELRICK, D. C.	RO2(G)	Mercury	HARRINGTON, S. J.	RO3(G)	Salisbury
BOLT, K.	JRO(T)	Sirius	EVANS, K.	LRO(W)	Mercury	HARVEY, P.	CY	Mercury
BENNETT, R.	RO2(T)	Cochrane				HUBBARD, J. V.	LRO(W)	Mercury
BEATTIE, W. F.	JRO(G)	Diomedes	FAWCETT, A. S.	RO2(G)	Mercury	HEATHER, S. G.	RO2(T)	Dido
BURT, B.	JRO(G)	Berwick	FORESTER, P. J.	CRS	CINCNAVHOME	HALL, L.	RO2(T)	Puma
BOWDEN, M. G.	RO3(G)	Cavalier	FOWLER, D. M.	RO2(T)	Mercury	HOPES, A. V.	RO2(T)	London
BROOK, R.	RS(W)	ANZUK	FOXTON, T.	CRS	Warrior	HARDING, D.	LRO(G)	Glamorgan
BREEN, J. M.	RS	St Angelo	FISH	RO2(W)	Lincoln	HODDER, R. J.	A/RS	Mercury
BRIND, I. J.	RO2(W)	Mercury	FAWCETT, A. S.	RO2(G)	Lincoln	HINDS, M. F.	JRO(W)	Euryalus
BROWN, M. J.	LRO(T)	Mercury	FLETCHER, A. G.	RO3(G)	Lowestoft	HARTLEY, J. J.	JRO(G)	Euryalus
BARSCH, M. P.	RO2(W)	Mercury	FORD, S. A.	RO2(W)	Mercury	HUMPHREYS, A.	JRO(W)	Aurora
BRITT, N. E.	RO2(G)	Ocelot	FERRY, J.	A/LRO(G)	Dolphin	HANCOCKS, J. A.	JRO(W)	Glamorgan
BRENT, A. L.	CRS(W)	Euryalus	FLYNN, D. P.	RO2(G)	Mercury	HOSFORD, P. J.	RO3(W)	Diomedes
BIDDLE, M. J.	JRO(G)	Euryalus	PEARLNEY, P.	RO2(G)	Britannia	HUNSTON, D.	LRO(G)	Mercury
BROOKS, S. M.	JRO(G)	Intrepid	FITZGERALD, J.	RO3(W)	Minerva	HATCH, I. A.	RO2(G)	Mercury
CARTWRIGHT, T.	LRO(T)	Ark Royal	FIELDING, M.	A/RS(W)	Ark Royal	HEWITT, A. J.	LRO(G)	Mercury
CLEMENTS, D. R.	RO2(G)	Mercury	FRY, G. E.	RO2(W)	President	HATFIELD, R. H.	RO2(W)	Resolution
CAPPER, J. A.	RO2(W)	Mercury	FERRY, J.	LRO(G)	Dolphin	HICKMOTT, W.	CCY	Mercury
CARSON, K.	CRS	Mercury	GILLINGHAM, W. H.	RO2(T)	Ark Royal	HAMILTON, J.	RO2(G)	Cochrane
COX, C. A.	RS	Mercury	GRANVILLE, J. W.	RS	Puma	HUNT, A. V. J.	LRO(T)	Mercury
CROSSLEY, D. J.	RO2(G)	Mercury	GIBSON, J.	RO2(G)	Neptune	HOUSTON, J. J.	CCY	Neptune
CRAIG, J.	RO2(G)	Mercury	GALLAGHER, G. J.	RO1(T)	Andromeda	HARVEY, J.	CCY	Scylla
COBB, G. N.	RO1(G)	Mercury	GRASS, R. H.	CRS	Naples	HARRISON, R. T.	RO2(G)	Exmouth
COOLING, R. E.	RO1(G)	Bulldog	GAMESBY, S.	RO2(G)	Achilles	HILLMAN, P. J.	RO2(W)	Naiad
						HUXFORD, D.	LRO(G)	Narwhal
						HALE, B. W.	CY	Ashanti
						HENDRY, G. U.	CRS	Mercury

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
HALL, J.	A/LRO(W)	Hermione	MCCAFFREY, P. L.	RO2(W)	Mercury	SAWYER, R. J.	RO1(G)	Charybdis
HEWITT, A.	RO1(G)	Neptune	MACUALEY, A.	A/CY	Mercury	SOPER, A. R.	RO2(T)	Scylla
HARPER, P. V.	LRO(T)	Mercury	MARTIN, V. A.	LRO(T)	Mercury	SOUTHALL, R. W.	RO2(W)	Eagle
HYDE, P. H.	RO2(G)	Mercury	MAUDE, D.	RO1(G)	Repulse	SMITH, J. C.	CY	Salisbury
HARRIS, G.	RO3(G)	Whitby	MACBETH, D.	JRO(G)	Abdiel	SMITH, R. T.	JRO(W)	Aurora
HOGG, D. G.	RO2(G)	President	MACDIARMID, A. N.	RO2(T)	Mercury	STEER, N.	RO2(G)	Mercury
HEAD, D. B.	RO2(W)	Neptune	MACUALEY, A.	A/CY	Lowestoft	SMITH, N.	RO2(T)	Warrior
IRELAND, J. T.	RO2(G)	Resolution	MAGILLIVRAY, D. J.	LRO(T)	Mercury	SHIRLEY, B. J.	RO2(T)	Plymouth
IVOL, G. J.	CY	Mercury	MICHE, B. G.	RO2(T)	Neptune	SMITH, G. G.	RO1(G)	London
INNES, W. A.	JRO(G)	Yarmouth	MULLIN, L.	CRS	Mercury	SHOEMAKER, D. S.	A/LRO(W)	Mercury
INGHAM, D. J.	RS(W)	Mercury	MURCER, D. J.	JRO(G)	Mercury	SLEIGHT, G. B.	RO2(G)	Fife
IVES, C. E.	RO2(T)	Mercury	MURRAY, K.	RO3(T)	Charybdis	SMITH, W. V. J.	RS	St George
IRVING, W. T.	RO2(G)	Fife	MAITEN	RO2(G)	Mercury	SODEN, H. J.	CCY	Mercury
IDDON, W.	RO2(T)	Mercury	MUIR, R.	RO2(W)	Mercury	SHAW, J. C. T.	RO1(G)	RNU
JAY, L. J.	RO1(G)	Rooke	MUSKER, A. J.	JRO(G)	Plymouth	SMITH, P. D.	RO2(T)	Mercury
JONES, A. T.	RO1(G)	Neptune	NETHERTON, C. G.	CRS	St Angelo	STOREY, D.	RO3(G)	Plymouth
JOSEY, R.	A/LRO(G)	Mercury	NICHOLSON, A.	CRS	Mercury	SMITH, R. T.	JRO(W)	Minerva
JONES, E. W.	RS	Mercury	NOTT, M. J.	RO2(G)	Mercury	SHEPPARD, J.	RO2(W)	Euryalus
JONES, A. T.	LRO(G)	Dolphin	NOBLE, A. B.	JRO(T)	Ashanti	STREETER, M. J.	RO2(W)	Pembroke
JACOBS, P.	LRO(W)	Lincoln	NORMINGTON, W.	RS	Ganges	SMITH, M. S.	LRO(W)	Bulwark
JONES, D. W.	LRO(W)	Neptune	NELSON, A.	A/LRO(G)	Charybdis	SHERMAN, W. E.	LRO(G)	Cochrane
JONES, T.	RO2(G)	Mercury	O'TOLLE, D. F.	RO2(W)	Mercury	SLATER, G. A.	RO2(W)	Mercury
JONES, J.	JRO(G)	Puma	ORME, D. J.	RO1(T)	Lincoln	STANNARD, C. R.	JRO(G)	Diomedes
JONES, R. N.	LRO(G)	Mercury	OLDHAM, P. J.	LRO(T)	Mercury	SMITH, P. J. F.	JRO(G)	Devonshire
JEAVANS, L.	RO2(T)	Eagle	O'BRIAN, P. J.	RO2(G)	Mercury	SINGLETON, J.	LRO(G)	Intrepid
JOHNSON, A. J.	JRO(G)	Diomedes	O'REILLY, J. N.	RO2(W)	Galatea	SMITH, M. LE R.	RO2(T)	Mercury
JACKSON, K. G.	CRS(W)	Mercury	O'ROURKE, P. J.	CRS(S)	RNU	SMITH, N.	JRO(W)	Diomedes
JEFFERY, D. W.	RO2(G)	Osprey	O'CLEE, P. D.	CRS(W)	Tangmere	SLATER, J. G.	JRO(G)	Euryalus
KERRIDGE, A. A.	RO2(G)	Hydra	OWERS, G. M.	JRO(T)	FOZFEF	SLEEMAN, A. W. O.	JRO(G)	Aurora
KENNY, R. M.	LRO(T)	Hydra	O'HANNIGAN, D.	RO1(G)	Ashanti	STILES, W. J.	JRO(T)	Jupiter
KEMP, H. R.	CY	Lincoln	O'HARE, K.	RO3(G)	Victory	STEVENS, R. L. J.	JRO(W)	Devonshire
KING, D. J.	RO1(T)	RNU	PATERSON, R. S.	RO1(G)	Hydra	SMITH, W.	JRO(G)	Triumph
KIRRAHE, H. M.	JRO(G)	Grenville	PAINTER, R. G.	RO2(G)	Hydra	SLATTER, L. B.	CCY	Eagle
KILKELLY, J. C.	LRO(W)	Drake	POWELL, P.	RO2(W)	CINCWF	SACKFIELD, J. G.	CY	Mercury
KEMP, M. A.	JRO(G)	Lowestoft	POPE, S. C.	RO1(T)	Caprice	SMITH, D. S.	RO2(G)	Mercury
KNIGHT, K. G.	RO1(T)	Forth	PINK, N. J.	RO2(W)	Dryad	THOMSON, D.	RO2(W)	Chichester
LODGE, R.	RS(W)	Mercury	PALMER, K. F.	RO2(W)	Lincoln	TURNER, J.	LRO(G)	Mercury
LEE, R. E.	LRO(W)	Cochrane	PROCTOR, A. G.	RO1(G)	Lincoln	TUCKEWELL, A.	RO2(T)	Blaker
LANGDON, C. E.	CRS(W)	Mercury	POWELL, P.	RO2(W)	Scylla	THORNTON, I.	RO2(G)	Andromeda
LOUTH, D. M.	JRO(G)	Devonshire	PITTS, K.	RO2(W)	Mercury	TAVENER, C. L.	RO2(G)	Ganges
LORD, R. A.	JRO(T)	Devonshire	PAXTON, A. G.	LRO(W)	Mercury	TAYLOR, C. W.	LRO(G)	Victory
LITTLE, C. A.	LRO(W)	Cochrane	POUNDS, R.	RO2(G)	Mercury	TASSER, E. F.	RS	Lincoln
LITTLE, A. G. J.	LRO(T)	Cochrane	PRITCHARD, V. W.	RO2(G)	Mercury	THORPE, E. J. L.	RO2(W)	Warrior
LAYZELL, M. J.	RS	Drake	PARKES, J.	JRO(T)	Yarmouth	UNDERWOOD, N. P.	CCY	Charybdis
LEUNG, P. C.	RO2(T)	Mercury	PHILLIPS, C.	CY	Mercury	UPCRAFT, D. S.	RO2(T)	Mercury
LAURIE, M. T.	JRO(T)	Argonaut	PINTO, C. I. C.	RO2(G)	NLO	UNWIN, J.	A/LRO(G)	President
LETHBRIDGE, J. A.	RS	Mercury	PALMER, W. R.	LRO(G)	Mombasa	VAUGHAN, K. B.	A/LRO(G)	Mercury
LYONS, H. J.	JRO(T)	Penelope	QUICK, A.	RO3(G)	Burnham	VROON, C.	RO2(G)	Whitehall
MORTON, J. C.	RO2(G)	Tamar	PYKE, R.	CRS	Mercury	VICKERS, A. S.	JRO(G)	Bulwark
MOLONY, J. P.	RS	Torquay	PEARSON, S. C.	RO2(G)	Exmouth	WINCHESTER, J. J.	RO2(T)	Tamar
McMURDO, D. W.	RO2(T)	Cochrane	POLLIT, F. S.	RO1(G)	Grampus	WATERS, K. A.	RO2(T)	Andromeda
McBARRON, M. P.	RO2(T)	Cochrane	PELLETT, D. A.	RO1(G)	Mercury	WEATHERSON, P.	RO2(T)	Eagle
McREADY, D. A.	RO2(G)	Belton	PEARSON, G.	RO2(G)	Mercury	WATT, I.	RO2(T)	Tamar
MERCER, D.	RO2(G)	Mercury	PRICE, L. M.	A/LRO(G)	Mercury	WICKS, R. J.	RO2(G)	Dolphin
MADRAN, W. S.	CRS	Mercury	POOLEY, R. J. D.	RO2(W)	Mercury	WISE, J. C.	CRS(W)	Charybdis
MELIA, J. A.	LRO(G)	Mercury	PATON, I. M.	RO2(G)	Mercury	WAY, C. T.	RO2(T)	Chichester
McPHEAT, E.	LRO(G)	Mercury	PRITCHARD, B. A. E.	CRS(W)	Mercury	WADSWORTH, G. W.	CRS	Euryalus
MANNING, R. W.	LRO(T)	Mercury	PHILIPS, J. R.	RO2(G)	Mercury	WILCOX, P.	RO2(G)	Mercury
MACKAY, D. W.	CY	Mercury	PARK, D. J.	JRO(W)	Euryalus	WOOD, K. G.	RO2(W)	CINCWF
McDERMOTTROE, K.	RO2(G)	Mercury	PAYNE, C. F.	JRO(W)	Sirius	WEST, R. J.	LRO(G)	Mercury
MATTHEWS, D. L.	LRO(G)	Mercury	POPE, M.	JRO(W)	Devonshire	WEBB, P. J.	RO2(G)	Mercury
MARTIN, F. J.	LRO(W)	Mercury	PAYNE, P. N.	JRO(W)	Triumph	WRIGHT, V. A.	RO2(W)	Mercury
MORTON, I.	RO1(T)	Bossington	POWELL, J. A.	JRO(T)	Lincoln	WOOD, K. G.	RO2(W)	Charybdis
MARTIN, W.	RO2(G)	Pembroke	PARKER, G. A.	JRO(G)	Juno	WARE, M. J.	RO2(W)	Lincoln
MURRAY, N. P.	RO2(T)	Lochinvar	PARKER, D. G.	RO3(T)	Cleopatra	WHITE, J. A.	RO2(G)	Mercury
MOSES, C. C.	RS(W)	Mercury	PRESTON, M. J.	RO1(G)	Juno	WALSH, P.	RO1(G)	Euryalus
MORELAND, G. A.	RO1(T)	Highburton	QUICK, A.	RO3(G)	Mercury	WEST, A.	RO1(G)	Hermione
MORISON, L. S.	RO2(W)	Jaguar	RUSHEN, J. A. N.	RO2(G)	Dolphin	WHITE, T. J.	RO2(T)	Mercury
MORGANS, R.	A/LRO(W)	Mercury	RABAUD, J. M. R.	RO2(G)	Mercury	WILLIAMS, W. R.	LRO(G)	Odin
MILNE, H.	RO2(W)	Mercury	RAWSON, L.	RO2(G)	Mercury	WATERHOUSE, B. E.	LRO(G)	Mercury
MACFARLANE, S. A.	RO2(G)	Tartar	ROSE, R. T.	RS	Dolphin	WOOD, P. K.	A/RS(W)	Warrior
MAUDE, D.	RO1(G)	Revenge	ROBINSON, T. J.	CRS	Drake	WINSTANLEY, I.	RO2(G)	Repulse
McCUBBIN, R. W.	A/RS	Mercury	RUSHMER, T. G.	RS	Hydra	WILSON, J. D.	RO2(G)	Mercury
MASON, B. H.	A/LRO(T)	Mercury	RAWLINSON, R. H.	RO2(T)	Kent	WHYMAT-MORRIS, P. A.	RO2(G)	Mercury
MATTHEWS, M. J.	CRS	CINCNAVHOME	RUDDICK, C. J.	RO1(G)	RNU	WILSON, M. C.	RO2(W)	Mercury
MATTHEWS, S. E.	RO2(W)	Mercury	ROCKET, C.	CRS	Tangmere	WARFIELD, R. J.	A/CY	Dolphin
McFADDEN, H.	RO1(G)	Diomedes	ROBINSON, J. D.	RO2(W)	Mercury	WILSON, C. D.	JRO(W)	Sirius
McCONKEY, G. E. J.	RO2(W)	Mercury	RAMM, R. E.	LRO(T)	Mercury	WALKER, P. N.	RO1(T)	Cochrane
MACKENZIE, G. A.	A/LRO(G)	Mauritius	ROWNEY, R. F.	RS(W)	Galatea	WATKIN, D. H.	A/LRO(W)	Mercury
MCDONALD, I.	JRO(T)	Devonshire	ROBINS, A. G.	JRO(G)	Charybdis	WILLIAMS, P. S.	RO2(G)	President
MACLELLAN, A. A.	JRO(T)	Tartar	ROBERTS, S. M.	JRO(G)	Sirius	WALSH, I.	LRO(W)	Cochrane
MACKAY, I.	JRO(W)	Devonshire	ROBERTS, C. J.	RO2(G)	Mercury	WAUGH, A.	LRO(T)	Neptune
McCORMICK, A. G.	RO2(G)	President	RICHARDS, D. N.	RO2(G)	Jupiter	WOODWARD, P.	RO1(T)	Mercury
McKEVITT, T. T.	LRO(W)	Mercury	ROSE, M.	LRO(W)	Dryad	WILLIAMS, P. M.	RO2(G)	Mercury
MARTIN, P. G.	RO2(W)	Bulwark	ROGERS, R. C.	JRO(G)	Glamorgan	WAITE, R. E. S.	RO2(W)	Zulu
MELVIN, G. A.	RO2(W)	Mercury				WOOD, D.	RO2(T)	Ulster
McVEAGH, R. F.	RO2(W)	Mercury						



By land, air, sea

M.E.L. design, develop and manufacture a wide range of equipment for defence applications, on land, in the air and at sea.

For instance, M.E.L. H.F. Mobile Communications are being widely used by British and Foreign armies, its Q-Band 'sideways looking' radar

enables the Phantom F4 to fulfil its reconnaissance role, while M.E.L. microwave systems provide vital functions in many fighting ships.

The experience underlying these developments, places M.E.L. among the world leaders in specialised electronics for defence.



The M.E.L. Equipment Company Ltd.
Manor Royal, Crawley, Sussex. Tel. 0293 28787