

THE COMMUNICATOR



VOL 20 - No 6 WINTER 1971

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THE COMMUNICATOR

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

WINTER 1971

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COMMISSIONING FORECASTS

Editor's note: The following details are forecasts only, changes may well occur at short notice. Details appear 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	LFS	Local Foreign Service Accompanied
FS	Foreign Service Commission	PS	Port Service

<i>Torquay</i> .. .	A/S Frigate, 6 January Trials crew Chatham. 6 April Commission, (a) PS Portsmouth (Navigation and MEO training).
<i>Exmouth</i> .. .	GP Frigate, LR Party at Portsmouth, (a) PS, (b) GSC Home/E of Suez/Home/WI.
<i>Monkton</i> .. .	CMS Recommission 6th MCMS at Devonport, (a) LFS, (b) HSS.
<i>Bossington</i> .. .	M/H Rehommission 2nd MCMS Portsmouth, (a) HSS, (b) LFS.
<i>Hubberston</i> .. .	M/H Recommission 2nd MCMS Portsmouth, (a) HSS, (b) LFS.
<i>Brighton</i> .. .	A/S Frigate, Commission Chatham 17 February, (a) GSS/Home/E of Suez/Home.
<i>Apollo</i> .. .	GP Frigate, Trials crew at Devonport 25 February. Commissions April, (a) PS (Trials), (b) PS (Bldg).
<i>Tiger</i> .. .	Cruiser, Trials crew Devonport 4 February. Commissions 26 May Portsmouth, (a) PS (Trials), (b) PS.
<i>Rhyl</i> .. .	A/S Frigate, Commission 23 March Devonport, (a) GSS Home/E of Suez/Home.
<i>Wiston</i> .. .	CMS Trials crew Gibraltar March, (a) PS.
<i>Hermione</i> .. .	GP Frigate, Based Portsmouth March, (a), (b) GSS.
<i>Mohawk</i> .. .	GP Frigate, Commissions Devonport 17 April based Portsmouth, (a) GSS Home/E of Suez, (b) PS.

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5. For further information please contact:

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

Engineers

Technical staff desiring advice and assistance are invited to contact:

Mr. MICHAELSON,
COSMO TECHNICAL SERVICES (Refrigeration & Ventilation),
17 SHAFTESBURY AVENUE (near Piccadilly Circus),
LONDON W.1 01-734 7232

Mr. C. MATHEWS, B.Sc.,
KILBURN ENGINEERING (Electronics),
298/300 KILBURN HIGH ROAD,
LONDON N.W.6 01-328 3311

EDITORIAL

FAREWELL BURNHAM

The Royal Navy's departure from Burnham Radio marks the end of an era in naval communications. It was brought about by technical advances made in communications techniques (particularly RATT) and the re-organisation of the world-wide networks as Commonwealth countries opted out of the area scheme. The RN and PO personnel at Burnham worked alongside each other in friendly co-operation for many years; these years will not be forgotten at Burnham, where the Mercury Plaque shown in the photograph will serve as a reminder. Already, however, it is difficult to find RN personnel who have served at Burnham—before the memories fade, anyone who has served at Burnham is invited to forward to the Editor any stories or details of interest. Now, only the morse-only fitted ships will work Burnham, but will still be assured of co-operation as good as it always was.

WHAT IS A SAILOR?

Of all the world's dwellers, a sailor is perhaps the most widely discussed and least understood character of them all. He is one of uniform classification and appearance, yet possesses the unique individual opinion of his own. He is ruled by regular editions of QRRN's and the state of the Barons on board. A sailor can be of any colour or creed, and he observes the same attitude of being in turn a profound lawyer, a cynical pessimist, a 'buzz' spreading optimist or a victim of green rubs. He can be found in, out of,

around, beneath, on top of, and swarming over ships of every shape and size above or below water, yet his appearance never changes nor does his face betray any appreciation of his worthy tasks.

His money is invested in shares with handles on; he has an amazing capacity for consuming liquid, and a cast iron digestion which consumes strange 'oggies' and pussers bangers. A sailor will drip every minute of the day and twice as badly after 'up spirits', talks of a strange 'dozen' which is the bane of his life, meanwhile venting his wrath upon the 'buffer', mess-deck PO or killick, depending on whoever is farther away at the time. Ashore a sailor is a paragon of good manners and virtue, and he is sociable and genial, he will sing dubious songs at the top of his voice, reeling like a storm tossed tug, yet the appearance of the white-belted patrol seems to have a magical effect of subduing his voice and steadying his step.

He makes a mental note the pints consumed, old ladies who drink 'scrumpy' and of his best score of darts to relate during breakfast hour next morning much to the awe of his listeners. A sailor dislikes—pussers boots, hats and lanyards, dhobeying, overalls and blankets, efficiency tests, pay-books, station cards, inspection, pulheems, mess bills, wakey-wakey, kit-musters, crushers and returning from long leave. He likes very much 'rum-call', uckers, quarterly settlement, lurid books, reserve fleet drafts, long leaves, mail, hammock, make and mends, ticklers, Wrens and the girl he dreams of 'up the line'. GI's find him maddening, his interpretation of the 'rig of the day' can resemble last week's tablecloth, while his apparent accidental footprints across the virgin



BURNHAM RADIO

Vice-Admiral McKaig, Flag Officer Plymouth presenting a HMS 'Mercury' plaque to Mr T. N. Carter the Officer-in-Charge Burnham Radio to mark the withdrawal of RN Communicators. On the extreme right, the Director of Naval Signals, Captain Poynter. (See Editorial)

whiteness of the Quarter-deck can bring grey hairs to a raving buffer.

A sailor is civility with a shabby cap tally, industry in the bilges, studiousness with a deck-cloth, initiative with a chipping hammer, a humorist with a NAAFI pie. There is none so true and loyal as he is to his girl or wife for whom he saves and behaves but should his better-half desert him he becomes a man of little faith in human nature, a hard being whose activities are confined to catching the first boat ashore to meet another of those unfaithful females. He is an accomplished sewer, mender, dish-washer, cook and server. He is a connoisseur of all wines, beers and spirits from Scapa-Flow to Freetown, Grenada to Hong Kong. He knows the name of every barmaid of every pub at every pub he has been while his recollection of exact position of these houses is truly amazing. His locker consists of beer labels, pussers yarn, marlin-spikes, photographs (some even properly attired), bars of soap, tickler tins and old letters, etc. Like a Middies locker, everything is on the bottom and nothing is handy. He relies on his oppo's sense of comradeship in borrowing collars, silks, shoes, etc, to get ashore but never seems to remember from whom they were borrowed.

He is a subtle combination of applied indifference and patriotic concern, yet who can deny it was a fitting gesture that men of his own Service escorted our late King on his last journey. There were proud hearts and willing hands that day, you see, a sailor despite his faults would be the first to lay down his life for both those who love him and those who dislike him. So, the next time you see a sailor ashore, think of him as a human being, he will appreciate it. Buy him a pint and tell him a joke or two and remember MINE is a Black and Tan! . . .

SIGNAL OFFICERS MEETING AND REUNION

A proposal to hold 'Warfare' meetings covering all specialisation (and the PWO), every other year is now under consideration. It is hoped that the first Warfare conference will be held in late 1972.

If this proposal is approved it is intended to hold Signal Officers meetings only in the alternate years; it is therefore likely that the next meeting will be in 1973.

The Reunion will continue to be held every year. The date for 1972 is July 28.

WHERE WERE YOU WHEN THE BOILER BURST? or PT FOR THE TRAINING STAFF

by Front Office

Just as the cooler weather set in, the boilers threw their hands in. To stop the shivers, the Training Staff swung into that well known recreation, Musical Chairs. Every section officer ran round Eagle block and by the time he got back, his chair had gone;

some were fortunate in finding it had only been moved, others are destined for fresh fields—no one is redundant.

O SECTION

The factors that have led to a few changes in the organisation of the Training staff are these. Firstly, Officers training. For most courses the 'pitch' of the instruction is distinctly different from that needed for career courses for communication ratings. Whilst the present system of having officers courses dotted about in the sections has many advantages, on balance it seems that it would be better to concentrate them in one section where the staff can teach the majority of aspects but still use the other sections for particular subjects such as Technical (both Communication and EW), not to mention the Fleetwork Trainer. The introduction of the Principal Warfare Officer course where groups of 15 PWOs will spend 5½ weeks at *Mercury* made this change even more necessary. Lastly, the third instructional block is due to come into use in January, 1972, and this block contains the presentation hall as well as 'Officers Territory' classrooms. This section will be known as O Section, O for Officers and the head of the section will be Lieut-Comdr Somerville-Jones.

G SECTION

The second major factor was the present mix of Message Handling, Technical and Organisation Sections. These are all skills of the MCO and the analysis results of Training Design only serve to underline that the present boundaries between these Sections are becoming increasingly blurred. So these three are being combined into G Section (not G for Golly) with Lieut-Comdr Cave as the head of the section. The other changes which may be of interest are that the head of the Technical Section will no longer be a (GL) (C) officer but be an (SD) (C), and that a WRNS Ce Officer (the present G1—G for Girls) will replace an (SD) officer on the Message Handling side. The Technical and Message Handling aspects will still be distinct sub-sections but the tenor of the present O section (O for Organisation) will change its emphasis towards Communication planning. Thus those in the Technical side will be known as GT (GT for Grand Touring), GC for the Communication planning and GM not for the medal but for Message Handling. This section will also train the WRNS as well as teaching basic procedure which is now based on Voice rather than WT.

EW and FLEETWORK SECTIONS

The only changes here are a reduction in their teaching load because some of the officers training has been moved to the Officers Section, and the name changes to W for the EW Section and T for Fleetwork—you can work out the logic of that yourselves. Lieut Richardson remains the Head of W Section and Lieut-Comdr Dobson remains the head of T Section.

NEW ENTRIES—KELLY SQUADRON

To improve the image of the NE Squadron amongst young men, who in some cases have already been in the Navy for over a year, it was considered that a new

title was required. After canvassing suggestions it was unanimously agreed to adopt the name Kelly Squadron after Admiral of the Fleet Lord Louis Mountbatten's famous Destroyer. NETO now becomes K1 but remains Lieut-Comdr Davies.

OTHER CHANGES

A Complement Review is now in progress but if they can be persuaded to agree, then the number of Fleet Chief Petty Officers on the Training Staff will rise from one to five. It is believed that these posts are appropriate; it also frees officers for other tasks. One of these is an attempt to remove bookwriting from the Training Sections—a scheme to achieve this has been agreed in outline but it is too early to publish the final outcome.

THE MACC

Finally to organise and control the whole of this

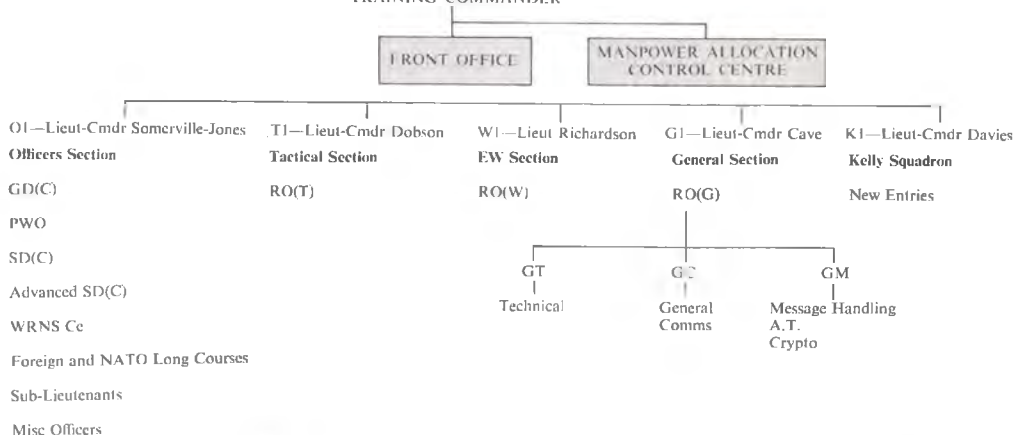
machine a new central control organisation has been introduced. The Manpower Allocation Control Centre (MACC) has combined the functions of the old Rating Control Centre and the Co-Ordinated Planning Centre and will be responsible for all aspects of a rating during his time in *Mercury* including accommodating, organising, training and discipline. Lieut-Comdr Thompson becomes MACO and will be assisted by Sub-Lieut Phillips as the Training Plans Officer (TPO). This looks ahead to the opening of the Administrative Block in late 1972 when the full integration of these functions should be achieved.

CONCLUSION

It looks as if we shall have fewer on the staff in future. The hope is that this organisation will not prove to be change for change's sake but a step in maintaining the quality of the training we try to give.

THE NEW SET UP

TRAINING COMMANDER



EASY MONEY

by Front Office

'Not in this mob' you may say so perhaps this should be called EASIER MONEY. The rules for advancement are being changed (DCI 767/71) to bring all the non-technical branches into line and the Communicator proffs. At present, you can only qualify professionally for higher rate by passing a course at *Mercury* or by taking the provisional exam: the present provisional exam is tough for most people doing a job especially where the training facilities are limited. The provisional exam in other branches is easier and so we are coming into line.

The new provisional exam is based on the standard of knowledge required of your present rate, say RO2, plus what you should have learnt by experience plus what you can reasonably be expected to learn from a comparatively few specified books which should be available wherever you are serving. This exam will consist of written papers set and corrected by *Mercury* with the exams being held in March, June, September and December each year. To score a bulls eye you

have to pass all papers within two consecutive exams. This is an easier standard than the present provisional exam and it has the same rewards; once you have passed you can be rated RO1 or go onto a higher scale of pay as an LRO.

Passing the new provisional gives you a basic date for advancement so your B13 may arrive by return of post or it may not—maybe more money. You will still have to pass the course before you can be confirmed in the higher rate.

Here's the snag. At present you get a basic date from the date you are recommended by your Commanding Officer and this date, when you have all the qualifications, determines your place on the roster. Now you will only be able to get a basic date by either passing the new provisional examination or by passing the course and you may have a long wait for the course. You still need your CO's recommendation.

The moral of this story is get cracking with the new provisional examination as soon as you can, it brings more money more quickly and brings quick advancement. Full details are coming out in a DCI and a change to RNCP 15.

PRESENTATION OF SWORDS

A few years ago it was decided to present each year, to the officer achieving top marks on the SD(C) Qualifying Course, a Naval Officer's sword and scabbard. Public funds do not allow the purchase of a new sword but it has been possible to pay for the restoration of swords generously given to us by signal officers.

Swords have been given to us for this purpose by Lieut W. T. Ash, RN (retd), Cmdr L. Lee-Gray, RN (retd), Cmdr W. Fitzherbert, RN (retd), and very recently by Captain P. M. Stanford, MVO.

It is planned to present Capt Stanford's sword to the officer placed first in order of merit on the SD(C) Course which completes in Spring 1972, but we shall then have exhausted the present supply of swords.

It is appreciated that these swords almost always have great sentimental value for their original owners, and nobody appreciates this more than the recipient. We hope that those officers who have swords which they can no longer use will consider giving them to HMS *Mercury*, for renovation and presentation. It has been the custom for the donor to present the sword himself and, if possible, this custom will be continued.

Any officer able to assist is requested to inform the Captain, HMS *Mercury*.

FEWER DOTS AND DASHES

by Front Office

Many geniuses have spotted that all (G)s and (W)s can now read morse at 20 words a minute and even send it, whilst the (T) flashes on, but the number of times this skill is actually used gets fewer every day. From top to bottom the cry was 'CUT' but these geniuses were not so single minded when asked how they would reduce this skill but yet maintain the art for those occasions when morse is, and will continue to be needed. MCM vessels, submarines and a significant number of craft still use morse not to mention commercial stations, the Army and other last resorts.

As a first step which starts in January 1972 New Entries will be required to reach 10 words a minute during the period of common training. Once a person has shown that he has some ability in this he will be eligible for (G). Once sub specialist training starts, the (T) turns to his flashes, the (G) maintains 10 words a minute whilst the (W) drops morse altogether. The dropping of morse from the (W) will apply at all levels once the DCI is published.

The (G) will be required to maintain 10 words a minute during his first commission at sea but will know no WT procedure nor be trained to send morse. So the first savings in training both in ships and

TOP OF THE CLASS



Sub-Lieutenant Alex Pomphrey being presented with the sword of honour by Commodore H. Gardner (COS to C-in-C Naval Home Command) on passing ~~the~~ top of the SD1/71 course. The sword was donated by the Trinidad and Tobago Coastguard.

Sub-Lieutenant Pomphrey joined 'Ganges' in 1957, qualified for LTO in 1961, CY (Prov) 1962, CY(Q) 1963 and TCI 1970

ashore will show immediately. Whilst an RO2, the (G) will return to *Mercury* for a further course when he will increase speed to 20 wpm and learn WT procedure but this course will not start until about 1973.

Between now and 1973 UK may be able to persuade the other Nations to reduce the speed of the Fleet; if this was achieved, it would reduce the speed needed at all levels and reduce the length of this extra course. Also in this period it may be possible to find another method by which even fewer people could be trained—perhaps a little money would help or perhaps the extra course would not only be for morse but would qualify them in part for the next higher rate.

This scheme then may prove to be only one step of two to reduce the time spent in training and maintaining a skill which is declining. Whatever happens it is an improvement especially as some of the time saved on career courses is being re-invested in Morse's replacement, automatic telegraphy, so keep an eye on these standards.

A COMMUNICATIONS MUSEUM

by Lieut-Comdr D. Dobson, RN

The evolution of maritime, and in particular, Royal Navy communications has left behind a scattered trail of hardware and papers. This material could be anywhere but it is most certainly not where we think it should be—in the Signal School. Some years ago, in *HMS Mercury*, an interested person could view very old signal books and various items of equipment such as gas 10" projectors, candle signalling lanterns and so on, but these are not now in the possession of the Signal School.

The time has now come when, if we are to preserve any of the equipment and papers which have brought us so far from the sail and the gun as signalling devices and produced so many illustrious men on the way, we must properly establish and maintain some means of collecting and displaying historical hardware. As a first consideration it is intended to make *HMS Mercury* the collecting point for historical signalling equipment and associated books, papers and plans. Broadly speaking we wish to establish a recognised place to house and display items of interest connected with Naval Communications. *HMS Mercury* already holds a number of old signal books but they are all twentieth century and the collection is by no means complete.

Retired and serving Communicators who may have managed to salvage some item of interest connected with naval communications, or events, are invited to donate them to the Signal School Museum which it is hoped will grow from our efforts at conservation. Some of you may be reluctant to part with your treasured trophies from the past. At this stage we would be delighted to receive a facsimile or copy only,

as the aim is to catalogue and concentrate on filling the gaps in our historical record.

[By Editor: Lieut-Comdr Dobson is serving as F1 in *HMS 'Mercury'*].

THE ROYAL NAVAL COMMUNICATION CHIEFS' ASSOCIATION

by the Chairman

The third reunion of the RN Communication Chiefs' Association was held in the Chief Petty Officers Mess, *HMS Mercury*, on Saturday, September 11.

Among the 175 members who attended were the President, Vice-Adml Sir John Parker, KBE, CB, DSC, the Vice-President, Capt B. H. Kent, MBIM, RN, and Cdr P. A. C. Harland, RN, of *HMS Mercury*.

A most enjoyable evening was had by all. Our grateful thanks to Chief Petty Officer Cook Jock Avery through whose efforts a superb buffet was arranged.

Membership of the Association now stands at 279.

The RNCCA now has its own Tie. These are available to members from the Hon Secretary.

Excellent arrangements were made by the Mess President to accommodate the large number of long distance travellers who came from places as widely spread as Faslane, Cornwall and Essex. The oldest member present was Mr C. E. Bottle, 80 years young, the founder Member of the 1914-1918 Telegraphists Association whose Members also attended.

One notable absentee was our Honorary Chaplain, Padre John Scott, now Vicar of Hindon, Wilts. His apology was the result of 'no Sub available' to conduct the morning Services in his new Parish.

The departure of FCRS Dennis Alderson appointed to *HMS Blake* means a temporary loss of his valuable services on the RNCCA Committee but a sure welcome awaits his return. 'Many thanks Dennis' your work in forming the RNCCA will always be greatly appreciated.

RNCCA Members are reminded that suggestions and ideas for the improvement will always be welcomed by the Committee. These, along with any items of interest for publication in the News Letters issued in December and June should be forwarded to the Hon Secretary, c/o Training Records Office, *HMS Mercury*.

THE ROYAL NAVAL AND ROYAL MARINES DEPENDANTS FUND

by J. W. Ash Lt(SD)(C) RN (Rtd), Secretary

The RN & RM Dependants Fund has been in existence for four years. It was formed in order that, for a small annual subscription, a rating (or Wren) might ensure that in the event of his/her death, a nominated dependant would receive a cash grant within 48 hours of death. In four years the grant has

increased from £350 to the present figure of £600, the subscription has, however, remained constant at £1.20 per year. The subscription is deducted from a member's pay once a year on August 1.

In the past 15 months the deaths of 93 ratings/other ranks RM/WRNS have been reported to the Fund office. Six of these ratings were members of the Communications Branch, but only two of them had had the foresight to join the Dependants Fund.

The main reasons for not joining the Fund are twofold:

(1) 'It won't happen to me'—if you are, or know, a person who is one in a thousand join the Fund now, because statistics prove that one man in every thousand serving in the Royal Navy will die or be killed during the year.

(2) 'I have insurance to cover everything'—most prudent people do, but insurances take time to be paid, and if the insurance is tied up with house purchase, or if a will is not in existence, it might well take weeks or months before the dependants of a deceased rating benefit from his prudent measures.

£600 is not supposed to make a dependant financially secure for the remainder of her/his lifetime, it is however, of great benefit immediately following the death of the bread-winner, when other sources of ready cash might be running low or depleted.

To join the Fund will take about two minutes of your time. To get all the members of the Communication department to join may take an hour, and if you are really ambitious, an even longer job would be to get the whole of the ship's company to join. There will be no commission paid for your efforts, the only reward being that if, subsequently, a fellow Communicator or a fellow ship-mate does die, and you were instrumental in getting him to join the Fund, you will at least know that in the immediate short-term, his dependant can be assured of a substantial cash grant being available.

A MAN'S TIME

The SCO *Naiad* (Lieut G. C. Pidgeon) recently forwarded a report on general communication matters by X section. The following verbatim extract on a thing dealing with message handling speaks for itself.

HAND MESSAGES

Very wasteful in manhours and material. It is not possible to produce copies of a signal already duplicated from Hecto master. There is no alternative but to retype. It is *Naiad's* policy to keep an On Line Ratt circuit when in harbour. Four men (one per watch) are capable of message handling.

The following is a good example of manhours wasted. *Naiad* in stores basin, Singapore. Maintaining covered UHF RATT with COMFEF Commcen. Time 1700 local. Friday evening. Phone call from Commcen for duty RO, collect hand messages immediately. Duty dayman mustered, changed into night clothing, drew key to postman's bicycle. Tyre flat—called out duty SA—pump stowed in naval store



'It's no use sitting on your Ass and Worrying!!!'

office. 1715 sets off. At stores basin gate (now 1 min after sunset) stopped by policeman—no lights. Returns to ship, obtains two pussers torches, lashes on with spunyarn. Re sets off. 1750 arrives Commcen—does not have special pass authorising to collect signals—phones ship—SCO contacted—sorted out. 1810 returns to ship—hand messages—one signal regarding Sonar operating following Monday (spirit duplicator)—had to be re-typed—receipt note filled in and put for subsequent return to Commcen. Time 1½ man hours. Meanwhile the rating on watch in the MCO had neither received nor transmitted any signals during this period. Had this signal been made on UHF RATT, the distribution could have been completed within four man minutes.

NAVCOMCOMP 72

by Lieut C. S. Collins, RN, Team Manager

The disciples of the Archangel Gabriel who have been seen polishing their crampons, prior to tackling the North South East and West faces of the Leydene Range for yet another season, have caused me to wonder . . . why not have a race up the North face of the Eiger in the Tenth Annual NATO Naval Communication Competition of '72? A silly idea you may say but, could it have been the experience of coping with the Spring thaw that enabled the RN team to win the NATO Naval Communicators Swimming Relay Cup in Italy earlier this year, and could the shortage of pheasants around the Signal School in the Winter of '70 have had any bearing on the RN team producing the Individual Shooting Champion at the NAVCOMCOMP in Belgium that year? Certainly food for thought.

Pop groups may have their 'gimmicks' but RN

Communicators acquire a quality far more valuable—flexibility. And, should the foregoing have made you feel like scoffing, why not wait until after the result is known of the NATO Naval Communicators 'Wild Boar Hunt in the Black Forest' Competition, in '72. The first one to ask whether the competitors will use crossbows on foot, or lassoes from the back of a camel, will be on backward biffers for a month.

Mentioning 'biffers' reminds me of the other reason for writing this article . . . Communication Skills!, which will also be contested most keenly at the 10th Annual NATO Naval Communication Competition. Teams of three operators from the majority if not all of the NATO Navies, will gather together at the German Naval Signal School (MARINEFERNMELDSCHULE), Flensburg, on Friday, June 23, to exhibit their talents daily between June 26 and 30. By the way, the invitation to enter the Olympic Games Marathon being run about that time, was declined. It was considered that naval operators on RA would have an unfair advantage over amateur civilians.

So, not wishing to hog the limelight, the NAVCOMCOMP will consist of the normal competitive events:

- (a) Morse Reception and Transmission—
up to 36 wpm
- (b) Flashing Light Reception—
12 wpm automatic
- (c) Teletypewriter Transmission—
50 wpm plus
- (d) Communications Quiz—
Accuracy
- (e) Communicators Relay—
Least errors/Fastest time
- (f) Non-Communication Military Skill—
Flexibility



The United Kingdom team being presented by Lady Maria Cristina Marconi, guest of honour, with the cup and individual trophies, as winners of the Nato Naval Communicators Swimming Relay, during the NAVCOMCOMP 71 at Taranto, Italy in May.

Recipient: RO1(G) Ham. HMS 'Albion'.

Others left to right: Lieut Collins, CRS Puttick, HMS 'Scylla'; RO2(T) Burke, HMS 'Mercury'; LRO(G) O'Callaghan, HMS 'Mauritius'. (Extreme right: Capitano di Corvetta A. de Stefano (Chairman 9th Annual Competition))

As you will have seen from the DCI, operators under 24 years of age on June 30, 1972, who consider they have the ability or potential to produce practical results worthy of representing the RN and the UK, should submit proof of their talents through their SCO, to reach the Captain HMS *Mercury* by February 20, 1972. Selected volunteers will then join the STC HMS *Drake* for four weeks specialised training on May 15, 1972. On completion of the training the three most capable operators will be selected to form the RN team to represent the UK in Germany.

The standards are high and the training is exacting but the rewards are very worthwhile. Apart from the possible honour of becoming one of the individual NATO Champions, or a member of a victorious team, the trophies are unique and highly prized, and the social or civic events remain long in the memory. Ask anyone who has been a member of the team in previous years, they will tell you it is a 10-day experience not to be missed.

Will you be one of the 1972 team? Achieving above average results may call for some extra effort on your part but before you give up ponder a moment over my problem, no pigs or camels at the STC. Anyway, you do your bit by submitting your name and credentials to HMS *Mercury* and I will tell you the answer to my problems when we meet next May.

A DEFENCE FELLOWSHIP

by Lieut-Cdr R. K. Dibble, RN

I am now at the end of an enjoyable and enlightening year in the academic world during which I have been studying the problems of the integration of European Navies. It is a huge subject with many parts and is political and sociological as well as technical. I am not now going to attempt a supreme precis of the results of this study. I am merely going to say a few words about Defence Fellowships, the scheme under which I was working, and mention some general conclusions which may be useful.

DCI(Gen) 64/71 promulgates the rules for Defence Fellowships in 1972/73 and gives more detailed information for those who are interested. I was a Defence Fellow at the Department of War Studies in King's College, University of London. The Department is entirely post-graduate and is well placed physically for links with the Institute for Strategic Studies, the Royal United Services Institute for Defence Studies, the Royal Institute of International Affairs, the Ministry of Defence, the Foreign Office, Embassies and, naturally, other Colleges in the University active in the study of defence and international affairs such as the London School of Economics, with whom we hold joint seminars.

A Defence Fellow has a unique status in academic life where he is accepted both by faculty members and students. He is looked on as a visiting academic with specialist knowledge in an area in which civilians are not well informed. It seems to me that there are three areas in which Defence Fellowships bring benefit:

1. The education of the Defence Fellow himself. He meets many people outside the Forces and listens, reads, thinks, and writes in a new atmosphere. His mind is widened and exposure to different attitudes, prejudices and perceptions of life and security help him to converse with non-Servicemen more effectively.

2. The influence on the academic establishment of the permanent presence of Service officers in research. By asking questions and participating as widely as possible in academic debate, the Defence Fellow can help to make the study of defence academically respectable by forcing people to give intellectual effort to defence and security. The student sees that the Service officer has ideals and thinks as much as he does thereby reducing the alienation between the armed forces and society.

3. The influence on the defence establishment of a thesis written by a Service officer in an academic setting. The final thesis which Defence Fellows must submit at the end of their year to the Ministry of Defence is a useful goal towards which one directs most of one's work. It should include an element of original research and may help to question some of the conventional wisdom into which the defence establishment can retreat behind a classified barrier.

So much for Defence Fellows. As for my study itself, it portrays the importance of communications in a broad social and linguistic sense and shows how crucial the role of the Communications Branch will be in moving towards a European identity in security. The European Community cannot evolve an economic identity without evolving some form of political and security identity. Some functions of security will stay with the nation-state. Others will be better carried out on a European scale. We must bear in mind this trend in the scale of security and pay more attention to compatibility with our European partners, the French, Germans, Dutch, Norwegians, Danes and Italians. Nato will continue to provide the framework of our security, but a European identity inside the Atlantic Alliance means that we must always know what our partners in the Community are doing. This European factor should be included in all decision making. At times, it may be more important than factors tied to the USA, Canada, Australia or New Zealand.

Language, a tool of communication, makes European links seem to be more difficult than traditional links with other English-speaking nations. But if politically and economically Britain is a European country, her security must be on the same scale. The Navy, led by her Communicators, must foresee the future scale of activity in security and not continue in well-known tracks made in the past if they do not lead in the right direction.

During my year I visited the Hague, Brussels, Bonn, Paris and Rome and found a common professional naval identity everywhere. The problems of integrating European Navies are more truly magnificent opportunities for making our maritime security more efficient. They are the change in challenge which this generation must face and communications must be in the van of adjustments that will need to be made.

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H.M. FORCES SAVINGS

'X' SECTION

by Lieut (SD)(C) M. T. Humphreys, RN

In previous issues of THE COMMUNICATOR various sub-sections of 'X' Section have endeavoured to give you some idea of what their work in the Section entails, and how it affects communications and communicators—not only now but also in the future. This time it is the turn of the 'eXeMery'. The sub-section consists of Lieut Foot (XM2) and Lieut Humphreys (XM3) assisted by CRS George (at present in the throes of turning over to RS Ewins) with Lieut-Comdr Daubney in the hot seat as XM1.

All ships, from the day they first appear on the drawing board until they are disposed of are of concern to us. In the early stages, we, in co-operation with ASWE, decide the layouts of a ship's communications spaces, equipment control arrangements, aerial and VS rigs, and literally everything involving the User aspect of communications. Later as ships come into service we are involved with their refits, modernisations, and conversions.

One of our most important responsibilities is the message handling facilities in ships, and we are fully aware that whilst in the past decade, although the ICS 1 and ICS 2 equipments have come into service, no major advances have been made in the Message handling field. The advances which have been made have been the introduction of more efficient office machinery, and expanding the use of the Hecto-master roll, *eg*, automatic duplicating.

ICS 3 is now on the horizon, however, and one of the major features of this is the AT sub system, which should provide us with a complete break-through in Message Handling. Until, however, ICS 3 becomes a reality we must continue to process our messages with the equipment presently available.

That we have many problems in other areas was well brought out in the excellent replies to a recent URTS questionnaire addressed to some 40 ships. The replies pinpointed several areas of communications interest which we are still trying to resolve. There is just not, for instance, a better shredder on the market which will give us a larger capacity, and still meet the security requirements. At present we have a ship carrying out trials using a waste disposal unit similar to those fitted in the kitchens of some large hotels and canteens.

Other items going through our hands are:

- (a) The introduction into service of the new 15-inch signalling projector after some most successful trials carried out by HMS *Eastbourne*. This lamp will eventually replace both the 10- and 20-inch SPs in ships.
- (b) The trials of a 'new method' of dressing ship for RN ships. We say 'new method' even though we know it was used by HMS *Vanguard* when she carried the Royal family in 1947 and because many NATO countries use a very similar method to that now undergoing trial in HMS *Fife* and HMS *Charybdis*.
- (c) The introduction of Annex E to RNCP 9 in an

endeavour to rationalise and simplify the DIG system and internal message handling.

- (d) The rationalisation of security containers for use in communications offices.
- (e) The review of the periods of retention of back messages and files.
- (f) The review of VS requirements (already DSLs are no longer a requirements in DLGs and below).

We hope that you have been able to glean from the above that the work in the XM sub-section covers a wide and varied range within the communications field. If *you* have a problem or some constructive criticism in your ship then please let us know about it, and we will endeavour to help. What may be a small problem in your ship, when viewed overall could mean a large problem affecting many ships. Feedback to 'X' Section is imperative if progress is to be made and we are only too glad to hear from you either in person or by any other means and to try to work out the answers to the problems. If we do not know the answer we guarantee to call on someone who does!



MRL WITHOUT TEARS

by Elwyn Jones,

Chief Radio Supervisor (Traffic) Commcen Mauritius

You may wonder as you begin to read this article, why a traffic man is writing about a predominantly engineering subject, but it may not be as widely known as it should be that engineering of an MRL at the seagoing end is done entirely by Communicators. Likewise, although the shore station may have a lot more expertise at hand, they cannot control or advise on some aspects of the ship end. The circuit is usually put to 50 bauds because it is better at a slower speed to combat interference and because the speed of TARE is 50, obviating a change for TARE connection. (TARE procedure will be the subject of another article). The shore station can often provide alternative frequencies to the ones laid down and need only be asked, given the band. However, many ships have problems with frequencies which are too

close together or which garble the broadcast. Alternatives from the ship can be obtained from the Fleet Complan. It is always better to have two frequencies up together, and some ships and most stations can do this on request if they have no other operational commitments.

One of the main difficulties with ships seems to be changes of frequency. The only reliable guide is the signal strength of the broadcast components or the ship/shore answering frequency from the shore station being worked. The ship should keep a record of the times of changing frequency, bearing in mind the change of position in order to obtain a QSY pattern. There are books on propagation, but these do not cover all areas of ocean, especially those parts outside the first skip from the shore station. The fact most often overlooked is that with the synthesised receivers available in ships nowadays, the new frequency can be monitored first to ensure that it is clear of atmospheric or interference, before signalling the shift. Lastly, if two transmitters are radiating, the one not being used on traffic should be changed to a new frequency in order not to interrupt the traffic and in order to give maximum time on traffic.

Some shore stations have directional aerals which can be used for poor reception areas and at bad times, without advising the ship. Also, it is possible for one station to use a transmitter and aerial at another station by sending the keying over the DCN; so a great deal of flexibility is available to the shore station to give the ship every assistance. In some cases these aerals can be rotated. On the shore station the watch system controller is an engineer officer who has at his disposal the expertise at the receiver and transmitter sites, as well as all the analysis and patching equipment in system control. All aspects of the technical and engineering side of the circuits are controlled by him. Thus, when the circuit is fit/ready for traffic it is handed to the Communicators.

Unless the MRL is via satellite, the out-of-touch frequencies are laid down or signalled, and it is essential that both stations revert to these after 30 minutes of no contact. Both the ship and the shore stations thus know where to search, and these frequencies must be held until ordered otherwise. Another important point about outages is the use of alternative routes. All ships stay on the Primary Fleet Broadcast when operating a MRL, even if the latter is the primary traffic route. However, if a ship is reading the Primary Fleet Broadcast of a station other than the one operating an MRL, the ship should set watch on the morse broadcast to the MRL station to receive sitreps. Therefore, the prompt reversion to out-of-touch frequencies and the exchange of sitreps via alt-routes, reduces outage time to a minimum.

A handout is being produced by Mauritius Commcen and it is hoped that this will fill some of the gaps left by the official publications. It is hoped to have it in print before the end of the year.



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LETTERS TO THE EDITOR

8 Pilgrim's Close, Worthing, Sussex.

Dear Sir,

With reference to the letter in the Spring edition from Hazy but Happy. Reading it, I was reminded of the soliloquy 'What is a sailor?' and wondered if the Leading Wren would be interested in the enclosed (article on page 287) that is, if she has not already read it.

Likewise the new(ish) titles of the Communications branch, someone, no doubt, has also updated the enclosed literature.

Yours faithfully,

(undecypherable)

PS Do you think the new 'sprog' (no disrespect) HRH Prince Charles, would appreciate a copy?

11 Botteslow Street,
Hanley, Stoke-on-Trent.

Dear Sir,

Apropos 'Evans of the Broke' by Maguire in the Summer edition, I was with Evans early 1918 on the *Active* and on one occasion when conveying to the Cape, I took a message from RY to him saying 'Son born' whereon he put up all the flags in the ship, steamed all round the convoy of 46 ships and spliced the mainbrace.

On another occasion, the day before Armistice we picked up some French survivors who were in a small boat with an upturned bucket on which was chalked 'U 20'. The next day on our way from Madeira to Gib I took the Armistice signal from RY (with one erasure by the RY man) made Evans a nice copy, and kept the original message (which is in the Jackson museum at *Mercury*) and the crew, when they were told, smashed all the basins from the mess shelves.

On entering the Straights who should be on top but the U 20. If we had had our previous skipper Gordon Campbell, VC, he would have sunk her Armistice or no.

The story is in the book, *EVANS OF THE BROKE*, by Reginald Pound, which can be seen in all libraries.

Yours faithfully,

GEORGE TAGG, G8IX

HMS *Dolphin*, Gosport.

Sir,

With reference to your article on trainers old and new presenting pronunciation problems, may I suggest the titles of Tactical Trainers East and West, which could be generally referred to throughout *Mercury* as TACEAST and TACWEST.

Yours truly,
CY BEE

HMS *Mercury*

Dear Sir,

As a non-Communicator I was very impressed with the arguments put forward in your Spring 1971 issue concerning the introduction of an electronic flag pole. It would appear, however, that the any-

mous writer is out of touch with present trends in the automotive industry.

The following article reproduced, appeared in the *DAILY TELEGRAPH* on July 22. I feel sure that with additional programming the flagpole in question would go a long way towards relieving the miseries of the 'overworked' signal man, and in so doing shift the responsibility onto the broad shoulders of the WE branch.

Yours,

Eng Lieut RE C. D. JONES

A FLAGPOLE THAT THINKS FOR ITSELF

by our New York staff

An automatic, self-storing, electronic flagpole that thinks for itself has been developed by a Dallas firm called Electronic Flagpoles Incorporated. The Flagpole has a light-sensitive electric eye that activates its mechanism, allowing it to fly the flag any day of the year, but not in bad weather. It can fly the flag at half-mast for prolonged periods by the setting of a special switch. The flag, attached to a continuous steel cable halyard, is stored inside the pole, the makers claim that any firm flying a flag can save several hundred dollars a year in man-hours by installing one. They also say that in automatic operation there is less wear and tear on the flag.

CRR Wrens,
RNAS Culdrose.

Dear Sir,

We, that is the few gash hand sparker Wrens down here in sunny Cornwall, think it is about time we had a mention. Due to the extreme lack of sparker Wrens nowadays, Drafty has sent us two gash hand buntings to wet the coffee. Unfortunately, our confidence in Her Majesty's Signal School has now been shattered. To quote one incident which occurred on the forenoon watch not so very long ago. While a sparker Wren was writing the daily callsigns up on the board, she was rudely interrupted by the following comment: 'Excuse me, I don't like to say anything, but I think you've got that one wrong'. So, the sparker Wren after double checking the callsigns asked the Wren bunting (OD) why she thought it was wrong. To which came the very confident reply: 'But it's different from yesterday's'.

Need we say more? so, to prevent the sparker Wrens, RS, CRS and SCO from cracking up completely, please Drafty, don't send any more buntings to the CRR, RNAS Culdrose. Your co-operation in this matter will be greatly appreciated by all.

Yours faithfully,
WRO(M) HOWARD
WRO(M) SMEED-CURD

PLAYBOY'S PLAYMATE OF THE MONTH



HEATHER VAN EVERY

131 Nags Head Road,
Enfield, Middlesex.

Dear Sir,

Enclosed is the Annual Newsletter of this ancient Association of ex-Sparkers—you might find it interesting enough for THE COMMUNICATOR. However, in view of the announcement at the RNCCA's reunion last September by Capt Kent, RN, that the Morse code is probably on its way out, I thought this true story would cause a chuckle amongst those who still know their Morse. In the old Coal Ships days, when Battleships and Cruisers were all coal burning, the ship's company always had to coal ship. Every officer and man of the ship's company had to don 'Coal Ship' rig—except the Captain, Paymaster, Surgeon and whole Sparkers branch. The Sparkers then took over all the Seaman and Marine duties of the ship, such as Quartermaster, Keyboard sentry, Corporal of the Gangway, Aft Deck sentry, Captain's Messenger, etc. At 1130 (Tot time) the Corporal of the Gangway (Ldg Tel) told the Quartermaster (a Telegraphist) to strike Seven Bells—Crash-Bang-Crash-Bang on the bell; he made such a balls of it that he decided to erase it all and start again. And that was when the Captain wanted to know why everyone was at Fire Stations. Yes, that actually happened while I was serving on the old four funnelled coal yaffling Cruiser *Birmingham* nearly 50 years ago. Strange to relate we have seven ex-sparkers of that commission (and they were two and half year commissions in those days) in our 1918 Association. I will rake up another true story one of these days.

Sincerely,

R. L. MAGUIRE (Mactitch)

THOUGHTS ON GOING TO PENSION

by CRS(W) A. D. Bowen

As I sit here in the twilight of my naval career, I cannot help but think of some of the many thousands of officers and ratings, Communicators and others, whom I have met and served with during the last 24 years, and wonder what they are doing now. I am not a sentimentalist, nor do I have waves of nostalgia creeping over me. No, it's just something I think most people do when they are severing their nautical association when they finally recall good and bad times, ashore and afloat, and the chaps who have shared those times with them.

From my class in training (Blake 245/246, *Ganges* 1947-48), Pete Feiler is still serving as a Lieut(SD)(C), Bill Lillington and Bob Sanders are Fleet Chiefs,

and Lofty Wright is on fifth five. Is there anyone else though still serving? My Chief Yeoman was Fred Wigg, who recently retired as a Lieut-Comdr(SD)(C), but what became of the man who taught me, my PO Tel 'Buck' Taylor? What about the many boys who went on to Portsmouth and Chatham whilst I went to 'Guzz' and whom I have never seen since? Come to think of it, what became of some of the boys who went to 'Guzz' with me and with whom I rapidly lost contact?

From my first ship, *Devonshire* and my first foreign, *Highflyer*, several people are still serving, but their names are nearly all to be found in the Navy List—'Mac' Mculloch from *Devonshire*, 'Spiro' Pearce from Trinco, and Ernie Edwards, John McDermott and Norman Barrett from Ceylon West. What became, however, of people like 'Jock' Wallace who was my killick of the watch on *Devonshire*, and all the many hundreds who passed through the island of Ceylon way back in 1950-1953?

Returning to UK I was drafted to the *Loch Ruthven* in the 'Derry' Squadron. The PO Tel was John Gallagher who is now a Commander(C), but is there anyone else serving apart from CCY Jock Hunter who can remember that mighty vessel in those times 18 years ago? Incidentally, I would just like to say that Cmdr J. Gallagher's brother, Brian, who is also a Commander but of the (N) variety, was PO Boy of my class in *Ganges*, and I wonder if there might be some record here, ie, two brothers, both reaching the rank of Commander after serving on the lower deck.

As I come up through the years, names and faces become clearer. I cannot help but suppress a grin as I remember a run ashore with someone—the gory details of which are best left untold, and I gnash my teeth with rage when I remember the PO Tel who went on draft owing me a fiver in the not so far off days when this amount represented most of my week's pay as a Petty Officer.

And so 24 years service comes to an end, and the possible end of my globetrotting. I have seen places and done things that people pay thousands for, and I have seen places and done things that people would want paying to see and do. If you would care to 'swap' stories about faces, places and events,

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E1	Lieut A. B. Richardson	MH1	Lieut J. M. Gawley		
F1	Lt-Cdr D. Dobson	O1	Lt-Cdr O. D. Sommerville-Jones	SORT	Lt-Cdr K. P. Bruce-Gardyne
IDO	Mr R. R. W. Davies	SA(FT)	Lieut C. S. Collins	T1	Lt-Cdr R. F. Cave
JL	Lieut D. M. A. Howard	SOTO	Lt-Cdr B. D. Salwey	TPO	S/Lt T. J. Phillips
K1	Lt-Cdr J. Davies			TRO	Mr C. P. Oliver

CHARITY CRICKET MATCH

by CRS Gray

At the end of the cricket season it was decided to have a game between the Boys and the Girls. Then someone, I can't remember who, suggested we try to make some money for a children's charity, or children's home. The method of raising the money was for each player to be sponsored for X pence per run, and also there were small fines for dropping catches, etc.

The game took place on August 2 at Hyden Wood. The teams being a *Mercury* XI and the Virgin-ians. Any serious cricket lover would have been horrified at the ensuing performance. Both teams were in 'odd' forms of dress and we had the amazing spectacle of

RS(W) John Bennett actually being chased round the field! The top scorer on the Virgin-ians side was Wren Ann Macfadden who struck, and I mean it, 30 runs.

I think the game was thoroughly enjoyed by all who saw it—the players certainly did. Thanks to the magnificent support given by those who sponsored us—I know there was a certain amount of blackmail—the sum of £80 was raised. After much deliberation it was decided to give the money to the Meon Cottage Children's Home at Wickham.

Accordingly four of the Players, Lieut Griffin, PO Wren Rogers, Wren Macfadden and myself squeezed into Lieut Griffin's car and departed at high speed to Wickham to hand over the cheque. A very nice letter was subsequently received thanking *Mercury* and promising to tell us now the money was used.

MEON MAID III

The 1971 season has been a busy one for the Signal School yacht. Quite a few *Mercury* personnel have taken advantage of the yacht this season but many more could have done so. How about you in 1972? It is apparent from the many queries received that few Communicators really understand the status of their yacht or how to go about getting a berth in her.

First some vital statistics. *Meon Maid* is one of 13 Northney 34s built in 1968 by Nicholson & Marshall of Hayling Island. She is registered in Portsmouth, has a length overall of 33 ft 9½ in, beam of 9 ft 1 in and a draft of 5 ft 6 in. Her rig is Masthead Bermudan Sloop and she can be driven at 4.5 knots on her 10 hp 4-stroke 2-cylinder Albin engine. She is 6.97 registered tons and can carry 12 gallons of fuel in an after tank and 25 gallons of fresh water in her main tank amidships. She is very comfortably equipped to carry six persons. For the racing enthusiast she is rated in RORC Class V with an IOR of 22.7 ft and a TCF of 0.7364.

Secondly her status. Like most of the Command yachts she is owned by the Portsmouth Branch of the Royal Naval Sailing Association—until a few weeks ago known as the Portsmouth Naval Sailing Association. The basic idea is that each establishment which has a yacht pays a fixed amount into a central fund so that a new yacht may be purchased every few years. The last one off the stocks, *Sea Wraith III*, went to *Vernon* at the beginning of this year. *Meon Maid* is managed by the Captain, HMS *Mercury*, on behalf of the RNSA (P) under terms of management agreed by both parties. Others directly involved are the Treasurer with the difficult task of ensuring that *MM III* pays for herself; the Yacht Officer for day-to-day management and the Bosun for just about everything else.

Now for a few words about finance. It will be appreciated by now that we did not draw her from naval stores. *Mercury* has the privilege of running a fine yacht and she must be paid for in hard cash. Everything that is put into her and on her must be paid for too. How much cash must be raised and where does it come from?

Outgoings		Incomings	
Insurance	£125	Admiralty general	
Payment to fund	£140	Welfare Fund	£120
Winter refit	£125	Welfare Fund	£ 50
Running costs	£ 90	Interest on	
		investments	£ 12
	£480		£182

You don't have to be a mathematician to work out the balance. The remainder, about £300 annually, must be raised by making the vessel pay for itself. This is attempted by applying a charter fee each and every time the *Maid* moves out from her berth. When the yacht is not under private charter (ie, sailing for *Mercury* personnel), there is a small crewing fee of a few pence per head. Every little helps. Who can charter the yacht? To satisfy local regulations and

the terms of the insurance, the charterer must be a qualified Off-Shore skipper and either a serving RN Officer or Rating, or a member of the RNSA.

If you do not hold the necessary qualifications to charter how do you go about getting a berth as crew? The procedure is simple—merely contact the Yacht Officer. Previous experience is not necessary and, in fact, our aim next year is to introduce as many newcomers as possible to the sailing scene. There will be sail training throughout the season on most Monday, Tuesday and Wednesday afternoons/evenings with occasional sail training and racing week-ends. Most of her activities are based on the Solent area with occasional trips to the West Country, Channel Islands and France. Next season's programme will give all the details—watch the *Mercury* notice boards, or write to the Yacht Officer.

The yacht is well found and well fitted out. Would-be sailors need only provide personal gear—warm clothing and non-slip footwear. Foul weather clothing, lifejackets, bedding, etc, are all provided as part of the service. Victualling, for the longer trips, is carried out by the Bosun. Food costs are kept to a minimum and are paid for on an equal share basis.

The 1972 season will begin early April and lasts until mid-October. If you are going to be in *Mercury*, or around the Portsmouth Command during that period, why not take advantage of your yacht? Charter bids and crewing nominations to the Yacht Officer, Lieut (SD)(C) J. Bywater, at any time.

FLEET CHIEF PETTY OFFICERS and CHIEF PETTY OFFICERS' MESS

by FCRS W. G. Bernard

Mess President: FCRS W. G. Bernard

Vice-President: CCY A. M. Hughes

Secretary/Treasurer: CRS J. N. Hilder

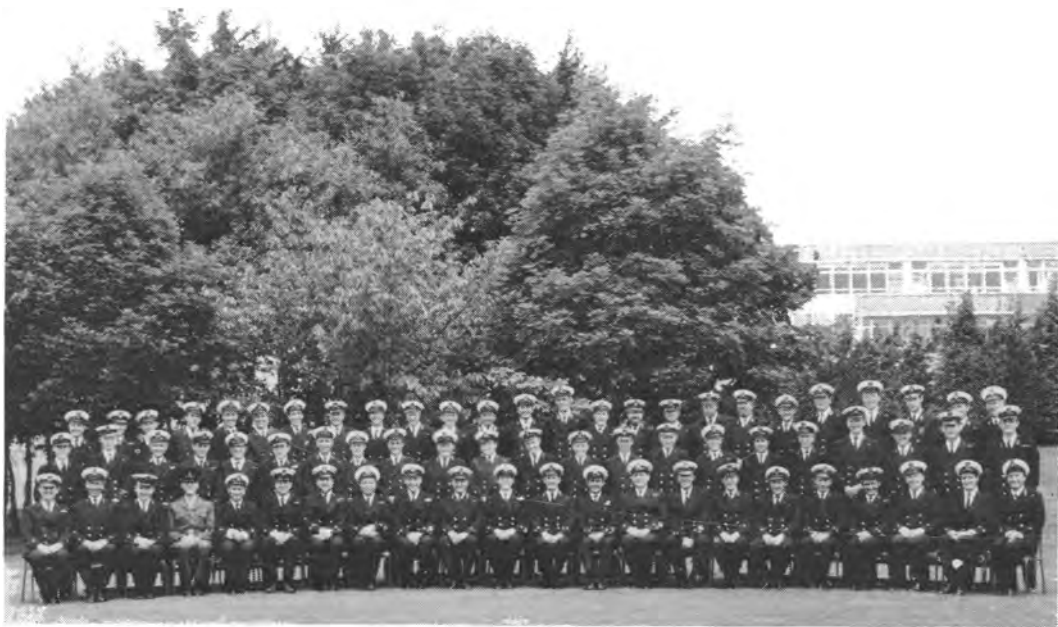
Executive Committee:

FCCY D. Counihan, CRS(W) D. A. Collins,
CRS R. C. Pyke, CCY M. W. Hartley,

Entertainments Committee:

CHCEL R. P. Robinson, CRS(W) J. Emery,
CRS(W) P. J. Edgell, CRS H. G. Julian,
S/Sgt J. M. Ross (Yeo Sigs)

An interesting publication came into my possession a few days ago—a bound volume of THE COMMUNICATOR from Easter 1947 through to Winter 1949, in fact the first, as we know it, copy of the magazine. It was the Summer edition 1948 that gave me most satisfaction. Under the familiar heading 'Going the Rounds in Mercury' appears the first article submitted by the Chief Petty Officers Mess. From the opening comments of this report, 'At long last we have finally convinced the Editor that no respectable naval journal is complete without a few words dealing with the multifarious activities of the Leydene Chiefs Mess!' I gather the President of the day, one CPO



Back row left to right: CRS Gray, CME Behan, CRSs Robson and Cocket, CCYs Gilbert and Bowden, CRSs Maddran and Hopps, CCYs Davis, Wright, Wombell and Breward, CRS Love, CCY Ballister, CREA Berry, CRSs Rocket, Bailey and CRS(W) Colbourne, CPO WTR Wilson, CCYs Houston, Barrie and Hickmott, CRS (W) Hutchinson, CCY Green, CPO CA Lintern
 Centre row left to right: CRS Cowley, R Mech Croll, CPO MA Weedon, CCEL O'Brien, CMEA(H) Todd, CCYs Howell and Wagstaffe, CRS Pyke, CCY Dunk, CPO CK Forbes, CPO CA Rugg, CRS(W) Langdon, CRSs Jones, Gooding and Dykes, CCY Bell, R Mech Allen, CREL Baxter, CRS Harder, CRS(W) Pritchard, CPO WTR Pinnell, CCY Wright
 Front row left to right: CCY Hughes, CRS Julian, CRS(W) Collins, S/Sgt Ross, CRS Puttick, CCEL Robinson, CCY Spencer, FCCY Counihan, FCRS Alderson, CRS Hilder (Secretary), FCRS Bernard (President), CRS Lomas (Vice-President), FCCY Kitchin, FCRS Shuker, FCRS(W) Blackwell, CCY Hartley, CRS Oxborough, CRS(W)s Elder, Edgell, Laybourne and Emery, CPO WTR Dunmow

Tel George Baister had the reverse of my present day problem, regarding contribution! Presuming that since the decision to allow the CPOs Mess to contribute was made, we have never failed to render a report which enables all communication CPOs to remain in touch, I imagine this will be something like our 70th article. It is just possible that George Baister, the literary trail blazer is still in 'communication' with a reader, if so, I'm sure the present day members will join me in fraternal thanks for his foresight, and perhaps also relate the message of the Communication Chiefs' Association, need I repeat it? we meet annually on the second Saturday in September.

Amazingly the high number of 'living-in' members continues and on one occasion in early October I was hard pressed to accept a joining member who required accommodation. Fortunately the position resolved itself with an early 'unforeseen' departure of one member. Hardly a unique position to have all 43 cabins in use simultaneously as that predecessor of mine in 1948 would say, yet in modern times, well it

was a bother! One of the many changes in the establishment was the face-lift Mountbatten Block received some two years ago, resulting in the POs losing their dining-room and the existing CPOs dining-room becoming a Senior Ratings cafeteria. These arrangements allowed little room for manoeuvre and as just mentioned, high numbers of 'living-in' members brought about a situation over a three-day period where some 120 lunches were being served in a dining-room capacity of 64. Without regret, I'm happy to report to members that the POs have returned from whence they came and again that quiet serenity usually found in Chief Petty Officers dining-rooms has returned to the mess.

A rare visit to Portsmouth of the South African Navy brought a PTM alert that the SAS *President Steyn* would be spending some 10 days in the yard and now came an eagerly awaited opportunity, a chance to return that SA hospitality. Since the Suez closure in 1967, many of the members must have visited Capetown/Simonstown, if not once, then two or three times. Needless to say, the mess immediately



NATO EVENING—CPO's Mess Lounge. NATO officers and NATO CPO's defending on the left versus the Mess on the right. Independent judges: centre, Lieut-Comdr S. Kukrer, Turkish Navy and CRS Harry Julian

offered hospitality to the Senior Communicators which was quickly accepted. A thoroughly enjoyable evening was spent in the lounge and our guests were duly returned, I like to think, with a problem ahead of them the following day. With their customary role of 'playing host' the *President Steyn* gave a cocktail party on the eve of their departure to which three members and their wives were invited. I can truthfully report to our readers in the SAN, your visiting Springbok maintained the high standards you set when you receive guests. A most memorable evening indeed.

The mess entertainments committee pulled off another of their quality evenings. Seizing on the fact that concurrently running in the establishment are both the NATO Senior Rates Management Course and the NATO Officers Long Course, it was decided to hold a NATO evening, and invite our colleagues from NATO and their wives to the mess. With no language barriers (everyone knows a chief speaks two or three languages!) we entertained as only we know how and I'm sure our guests will long recall their evening with the RN communication CPOs. Whilst referring to mess social activities, I feel the mess entertainments committee deserve the thanks of the members for their combined efforts in promoting in addition to the just mentioned events: a cocktail party that attracted over 200 guests and enhanced the reputation of the FCPO & CPOs mess among the large number of civilian guests; the Christmas Ball and a highly successful Grand Christmas Draw and Social, S/Sgt Jim Ross must take a lot of the credit

here with the effort required from him to keep the sales activity and promotion going at full power; I cannot recall any mess Christmas Draw with such an attractive and large number of prizes. Finally, thanks to CPO(CK) Bill Forbes who gives so much of his personal attention to our requirements (demands?), without his attention to detail the culinary successes would have been few indeed.

Congratulations are in order to CCY Jim Houston, when the final results of the past TCI(Q) were released,



FCPO AND CPO MESS COCKTAIL PARTY
CSS, Captain B. H. Kent, MBIM, RN, talking with the Wardroom CPO(CK), Frank Slaven. Back to camera Mrs Kent and CRS(W) Jackson



NATO EVENING. Quiet reflection upon 'our defeat' CCY Terry Standing and wife with CCY Terry Green

the percentages attained by Jim were the highest for any TCI(Q) since records have been kept. The best wishes of the members also go out to CPO MEA1(P) Dave Edwards and PO Wren(CK) Kath Short who have decided marriage is for them. Good luck to both of you.

The establishment is looking to the Spring Term at this time of writing. As stated in my report Spring 71, the annual Dinner and Dance date would be announced once the planning of events had been arranged. The Committee see Thursday, March 9, as the evening Communication Chiefs can meet in the Wedgwood Room, Southsea, I ought really to say 'New Wedgwood Room', the premises having

received a £15,000 remodelling. Orders for tickets will be accepted any time, usual contact man—Mess President.

But Spring 72 also means a look at the training world with CINCNVHOME's inspection in February. There are already plans afoot calling for 'progress reports', 'questionnaires and checks into method' and so on, also a run on B45b's I'm informed. Clearly an interesting time to be a fly on the wall.

As we draw the last out of 1971 and my last report from the President's chair during this period of office, may I take the opportunity to thank the members and both committees for their loyalty; CRS John Hilder, that ever faithful mess Secretary/Treasurer and CCY Alan Hughes, Vice-President, in



Official Cocktail Party group. CRS Waldron ('Fife') and guest with CRS Bill Bailey and Mrs Rita Harder, wife of the mess photographer, CRS Fred Harder



I think Jones has the wrong idea of 'Hitting the Beach', Chief!

particular and wish all members past and present the customary greetings of the year.

Newcomers

CCY Jones, A.
CCY Young
CRS(W) Mortimer
CCY Clark
CRS Shaw
CRS Banwell
CRS(W) Sked
CRS(W) Tuffs
CRS(W) Blackman
CRS Challinor
CCY Galloway
CRS Ansell
CRS Hendry
CRS Johnson, C. S.
A/FCRS Eilbeck

Departures

CPO(MA) Evans—release
CRS Love—*Scarborough*
CCY Davis, S. P.—*Intrepid*
CRS(W) Laybourne—*Juno*
CRS Mullin—release
CRS Bane—*Devonshire*
CCY Bowden—release
CRS Hopps—release
CRS Nicholson—release
COEL Feeney—release
CRS(W) Pritchard—release
CCY Howell—release
CRS George—release
CCY Houston—*Neptune*
CRS Oxborough—NMUU
CME(P) Edwards—*Ark Royal*
FCRS Alderson—*Bulwark*
CRS Bailey—*Undaunted*
CRS Gray—release



ANYBODY HERE SEEN . . .

The Ghosts of long past New Entries will be mortified to hear of the recent demise of the New Entry Squadron in HMS *Mercury*. This somewhat sad event produced no great shock, however, and Phoenix-like a new squadron under the suspicious name of KELLY has taken its place.

It probably goes without saying that the name was adopted in view of Admiral of the Fleet The Earl Mountbatten's close association with both HMS *Kelly* and HMS *Mercury* and it is hoped that the spirit of HMS *Kelly* and that of destroyers which fought so gallantly and well in past conflicts will help our young sailors to understand and perhaps acquire the spirit of their fathers.

The old New Entry blocks have been evacuated and Kelly Squadron is now accommodated in what was previously Sommerville, Jackson and Inglefield. The new accommodation is far superior to the old. Ratings are accommodated seven per room, each block has an amenity room complete with TV; even baths are provided—shades of the old tin bucket!

To accompany this transmogrification the following rallying song has been specially produced—the words coming from no less a musical authority than the Commander who obviously has great hidden talent.

HAS ANYBODY HERE SEEN KELLY?

'Everyone here knows KELLY,
K-E-double L-Y,
Everyone here knows KELLY,
The finest in the land.
If you want to know who wins everything,
Whether it's sport or communicating,
Everyone here shouts "KELLY",
KELLY from MERCURY.'

(The song is not to be used when Kelly Squadron Ratings fail to turn up at the right place at the right time which could possibly happen at some time or another.)

ABOVE THE UNKNOWN

by Ldg Wren E. A. Ingram and Wren L. M. Giles

It all started off with a tease that we should have a change from climbing mountains (a favourite Saturday morning pastime) and instead climb an aerial! Having found out that this was in fact possible, and not just a joke, the idea stayed in our minds and then became a dare.

The chosen aerial was located at Bigara, the RN transmitting station. We made contact there, and although we were informed that we were idiots, we succeeded in finding out slightly more about our enterprise and were told that if we were really serious, the first Tuesday of each month was the day allocated for ascent.

Request forms were duly filled in and we were duly summoned by 2/O WRNS who enquired whether it was some sort of joke. Having convinced her that it was not, the request forms were submitted to the Officer-in-Charge, Bigara. We heard nothing more until the day before our expedition when, on enquiring about transport, we were told that a special 'tilly' had kindly been organised for us.

The next day dawned wet and windy, and our hopes fell as we had been told that if the weather was too bad (which sounds impossible for Mauritius!) it would be dangerous to go up. However, we kept our fingers crossed.

By the time we were due to catch the 'tilly' the weather was still as bad. Nevertheless, since no word had been said to stop us, we travelled hopefully up to Bigara.

On arrival we were met by the Officer-in-Charge who immediately handed us overalls and, much to our relief, safety straps, then left us to change. This was all very well, but the overalls had seemingly been



MEMBERSHIP OF THE 600 CLUB

Captain Kent presenting to Ldg Wren Ingram (left) and Wren Giles a shield recording their membership of the 'Bigara 600 Club' after their first class effort in climbing the 600ft Bigara aerial. On the right Regulating Chief Wren J. Reynolds

made for giants so when we emerged, the officer could do nothing but laugh. Having overcome our hysterics, we were shown how to wear the safety straps which came in more useful as belts for holding up our trousers!

Before being allowed to proceed up the mast, we were obliged to sign a statement saying that we were climbing at our own risk. Nothing at all was said about the weather.

Having mastered the awkwardness of the overalls, we began the ascent. The first stage brought us to the top of the concrete slab in which three feet of the aerial was rooted. We looked up vertically at the seemingly never ending ladder which ran up the centre of the aerial and asked ourselves why we wanted to go up!

We then turned our thoughts to the way in which we were going to reach the bottom rung of the ladder which was located some four feet above the slab on which we were standing. This feat was demonstrated by the Officer-in-Charge who was leading us partly, as he said, to see if he could still do it!

We arrived at the first 'stopping place' none too soon and the three of us perched precariously on the small platform with little room to spare. Wonder was expressed at the large distances between the cross

supports which did not inspire a feeling of safety, but we pushed the consideration to the backs of our minds and the journey continued.

We stopped once more at 200 feet before arriving at the half-way mark. Although nothing was said we were all conscious of the aerial swaying and the wind buffeting us about. (Afterwards, we were informed that the aerial must be allowed some movement as if it were rigid, the wind would break it.) Our arms too were feeling the strain due to the exercise of little-used muscles, but we were driven on by sheer determination and a desire not to expose our cowardice to each other.

Stops thereafter became more frequent and when individually required, with the higher stronger gusts of wind our hearts must have been in our mouths more than once.

And thus the top was eventually reached and the presence of a larger platform made us feel much safer. By some miracle, the clouds parted for an instant revealing a spectacular view. We had attained the highest part of the island. There remained only one thing to be done before we qualified for the shield—one by one we climbed up the narrow ladder up the outside of the remaining six feet of the aerial in order to touch an air navigational warning lamp.

Having accomplished our feat we began the long descent. Despite our longing for respite, no stops were made and we were all glad to find ourselves on the ground once more.

Taut nerves and aching muscles were as nothing compared with the satisfaction we felt at having won our dare.

WREN LINDA HATCH

Linda and her father, Eng Lieut-Comdr(AE) A. H. Hatch, of the Birmingham Careers office.

Linda's father was visiting *Mercury* to have some home-grown publicity photos taken of his daughter and himself.



SHIP-SHORE NEWS

END OF AN ERA

Presentation of a Plaque by the Royal Navy to
Burnham Radio Station

by Lieut A. G. Lewis, RN

To mark the ending of the Area Communication Scheme operated jointly by the Post Office and MOD (Navy), Vice-Adml J. R. McKaig, CBE, Flag Officer Plymouth, visited the station on Tuesday, July 27, accompanied by Capt D. A. Poynter, Director of Naval Signals, and Lieut-Comdr E. Edwards, Officer-in-Charge Whitehall Commcen. In addition Capt J. Somerville, who is well known to all Communicators, was present to represent the Chamber of Shipping.

The area communication scheme was a world-wide system of radio-communication with British and Commonwealth ships, operated jointly by the Post Office, Ministry of Defence (Navy) and some Commonwealth countries. At its nerve centre in Burnham, Post Office and Royal Navy staff worked side by side since 1942. Under the scheme, ships could communicate with overseas RN and Commonwealth radio stations, who passed their messages on to the UK. From August 1, British ships will communicate direct with Burnham from all parts of the world, and to meet this new requirement the Post Office is spending £2½ million to improve its facilities and equipment to ensure that British ships will continue to enjoy rapid and efficient radiocommunication with this country from wherever they may be.

Admiral McKaig arrived at the station by helicopter, where he was met by Lieut A. G. Lewis, Naval Liaison Officer, and Post Office representatives. The



COMMUNICATORS ALL

Admiral McKaig listening attentively to what LRO Jackson has to say—also in the picture, left to right: LRO Rackham, RO1 Hewitt (now undergoing S/M training), Mr T. N. Carter (OIC), Mr K. A. Hannant (D/IMTR), RO2 Russ, LRO Palmer

presentation of an inscribed plaque, bearing the HMS *Mercury* crest, was made in the Control Room by the Admiral to Mr T. N. Carter, the Officer-in-Charge of the station. Mr Carter in his reply stated that during the 30 years the RN and Post Office staffs worked together, it has always been as a team, not only in the station, but in many outside activities, and he felt that the RN would be missed by many people and organisations in Burnham-on-Sea.

After the presentation the Admiral was conducted on a short tour of the Station, during which time he met the naval ratings still serving at Burnham, who were not slow to inform him that they enjoyed their work at the station, and were sorry that the end of the year will see the final withdrawal of the naval operators.

All communication officers and senior ratings please note that you are always welcome to pay the Station a visit. It could be most useful to you to see the set-up not only from the CW side but also the radio telephone facilities side. This may save you a lot of trouble when at sea.

HMS ALBION

By the time that our fellow Communicators read this, *Albion* will be retracing the steps that she took in April '71, you will all be looking forward to Christmas and we will be looking forward to our arrival in Portsmouth. Roll on!

1971 has been a very varied year. We kicked off in the cold of the Arctic although it was not much colder than *Mercury* in February. Back to Portsmouth for leave and then at the end of March, we sailed for the Far Flung. The first leg of the journey was made in company with *Danae* and *Achilles* and the tactical boys were made to leave the comfort of the MSO and do some flagdeck watchkeeping, which is a great change for an LPH. We called at the Islands of Ascension and St Helena. No leave was granted but sports teams landed on Ascension and had a very pleasant day (ASCO played golf). Parting company with the frigates, we headed for Durban, our first real stop. There we enjoyed some exceptional hospitality and after a glorious week were extremely sorry to leave. I wonder where the Ensign came from which was being waved by about 20 birds on the end of the breakwater as we sailed? FO2 awaited us at Gan and we took him on an official visit to Bombay. The Indian Communicators were very friendly but the main result of the visit was felt in the sick bay, where a large number of conjunctivitis cases (honest), kept them very busy.

After exercising with 40 Commando off Brunei, we arrived in Singapore Naval Base at the end of May to renew acquaintance with the Village, Tiger and golf for the ASCO. Very shortly, we began to wonder where to stow unnecessary things like T/P



HMS 'Albion'—Communications Staff

rolls, etc. as the over-paid 'younger set' were beginning to make the place look like a veritable rabbit warren with guitars, stereo gear, bicycles and toys of all description. (LRR—Lower Rabbit Room).

Visits to Kobe, Fremantle and Hong Kong together with a couple of nights walking Along-a-po (no further details available—reticence you know!), have helped to keep us all in tolerable good humour. Highlights of the Far East leg so far have been: the Chief Yeoman gaining an Oscar (ugh!) when he became the Hunted instead of the Hunter (ugh!, ugh!) outside Sembawang gate one dark night; ASCO's golf (we knew he was carried for something); RS 'Smiling Jim' Bathos talkativeness at staff meetings (speechless procedure personified); Monsieur Burkes fashion display in Fremantle (not appreciated by the management); being avoided by Typhoons: Typhoon Bennett avoiding the CRS: two from *Albion* in the NATO Communications training team.

The department has been well to the fore in the sporting world. Indeed it has been rumoured that the SCO was seen s-Pik-ing a volley ball! Five Communicators have appeared in the very strong ship's first XV. The football team have made a lot of progress, normally towards the Armada Club. The CRS has played as a winger (sea-daddy in chief—JRO Smith) and has been known to pass the buck sorry, the ball.

Our last week in Singapore was quite a ceremonial event with the tri-Services parade, the fly-past and the steam-past all generating lots of signal traffic. Two *Albion* Communicators were in a most impressive Naval Guard and, on their behalf, the CGI timed the movements to the rhythm of 'Beef Essence'.

And now that the 'grey ghost of the Borneo coast' has made her final departure from the Singapore areas, Bobbie's, the Armada Club, Bougis Street and numerous monsoon drains will never be quite the same again without warriors from *Albion* in residence.

With the happy thought of our forthcoming Christmas at sea, we would wish Communicators

everywhere, a very merry time (we are sure that you will be thinking of us????), and we will see you in the New Year.

HMS ARGONAUT

by LRO(W) Bostock

The Summer edition of THE COMMUNICATOR left us just off Singapore, three months out from Guzz. When did we hit Singas? Anybody reading this article—wives, girl friends, boy friends!., etc. with any knowledge of this date please write and tell us. We all put our heads together and tried to remember what has happened since. There is a vague memory of a visit to Albany and Fremantle in Western Australia—guess that must have been May or was it June? Anyway, several of the staff became quite attached there—some to Swan lager, some to kangaroo shooting and some—the odd balls amongst us—to ladies (?).

Goodbye Aussie . . . with the usual regrets. Back to earth with a thump to land in yet another exercise—work-up week 54. Hello Hong Kong . . . for a short time . . . sorry, should have said short stay. Off to the land of the rising sun, Shimizu to be exact. A very warm welcome—especially in the massage parlours (so they tell me). The verdict was that a good, but expensive run was had by all. Back to Hong Kong for a well earned rest but once again we had woman trouble, a lady by the name of 'Rose' decided to call in Hong Kong. Did you read about Typhoon 'Rose'? I don't expect you did but it was only the same as any old typhoon anyway. One small point was that we accidentally went through the middle of it . . . something to do with testing our seagoing capabilities . . . I think.

Exercises, exercises and more exercises . . . is it true Portland has closed down and FOST is now working ships up in the Far East? We are looking forward to the passage westwards across the Indian Ocean, perhaps we can break down into two watches then—this one watch skylark gets a bit tiring. With two weeks in Durban to look forward to who cares about watchkeeping, especially as it will be over Christmas



MEMORIES OF TOT TIME

Left to right: RS Jack Longdon, LRO Dave Davis, CY Bertie Bassett, The Doctor, RO2 Chris Knott

and the New Year. Anyhow, *Eagle* will be our escort so I expect we shall have to take guard for her.

Our inter-part soccer team deserves a mention—only beaten twice during our eight months in the Far Flung; once by C watch RNCC and the second time by *Albion* comms (on both occasions we had to field a depleted team to save the opposition embarrassment). Any challenges in Guzz early next year will be considered—after leave, of course. THE STAFF—well look at the Summer edition—there aren't many changes apart from CY Bertie Basset being eased out of STC Guzz and the Naval Arms to relieve CCY Nobbie Clark who didn't want to go to *Mercury*, wanted to go anywhere but *Mercury* . . . drafted to *Mercury*. Communications wise?? well, being stuck in the EWO, I wouldn't know. HIC (is that what it's called?) works very well.

Heard during the RO2s exam . . . 'What is Minimize?' 'When a message is shortened.'

HMS BACCHANTE

by LEW

Staff:

Ts CY Lloyd, LRO(T) Lewis, RO1 Poil, RO2s Frost, Lacey, Stewart, Marris, RO3 Oshea.

Gs RS Rogers, LRO Sweeney, RO1 Macormack, RO2s Satchell, Lancaster, Darby, Jones, Henwood.

Ws RS Morris, LRO Barry, LRO Herbert, RO2s Lines, Scanes, Froggatt, Hambling, Green.

RO2 Lloyd is at present walking around with a screwdriver, trying to give the impression he really wants to change to greeny. LRO Sweeney has become a Lifer and Burt goes out next year.

Good evening once again, dear readers. Our last episode of *Bacchante* place, was set just before *Bacchante* Communicators departed in front of a rear guard fighting valiantly against the maidens of Mayport, Virginia. Onward, ever onward we sailed, taking such water and fresh stores as could be obtained from the dark jungles and bays of the Dutch Antilles, the Isthmus of Panama and San Andres for Colombian

naval review where both ships allowed us to pass unharmed. After San Andres we repaired to the home of the great God Bubbly (known to lesser mortals as Jamaica). At this stage many mutinous cries of four weeks to go were heard amongst the signal staff, these were dispelled by two days alongside in Hamilton.

We were relieved by Her Majesty's frigate *Tartar* in mid Atlantic (her sails had broken down) and returned to England's green and pleasant land (complete with Scrumpy) on August 12, in the year of our Lord 1971. Our meagre time in Portsmouth was spent taking on powder and water and all too soon we were thrown into the fray of Portland . . . We effected a strategic withdrawal to Portsmouth for a weekend, but all too soon sailed for the frozen north (Iceland to you) where we kept the blockade, and only managed a run ashore every four days. LRO Lewis completed his swimming test in Icelandic waters after trying to board a trawler.

Now we have returned to the bosom of our native land and are all gradually being pensioned off to shore. That's all for now Folks, Merry Crimbo, Happy New Year and all the best for the future.

THE BUSY B

by Lieut-Comdr J. W. Roskill, RN

To you goggle-box-watchers in Blighty, Greetings; for those who are not goggle-box-watchers, a briefing; *Bulwark*, the 'Busy' *Bulwark*, is back in Malta, and it's Good News. But let me go back a few months and catch up on a pretty hectic summer. Our long, long winter sojourn at the hands of Devonport Dockyard came to an end early in March, and we sailed with a new SCO (Lieut-Comdr John Roskill) into the Equinoctial gales of the South Western Approaches, where some learned, or relearned, the art of being at sea. Our new Commander (Comdr M. F. Parry (C)) joined off Portland, and twice FOCAS tried to swamp us with 350 signals in eight hours, but, with teleprinters chattering, we came through cheerfully and proud to be doing our proper jobs again. After Easter, a brief period learning to work with and understand our migrant camp followers, 845 NAS and 41 Commando Royal Marines, a Shop Window for the Royal College of Defence Studies, and then off to Stockholm and Helsinki, flying the Flag of C-in-C Western Fleet, Admiral Sir William O'Brien, whom we took on a farewell round of his parish. Some parish, some round. We all worked hard, and played hard too, and the success of the visit can be summed up by the Admiral's farewell message:

'Bulwark has served me splendidly as my Flagship for these two important visits. The appearance of the ship, the turnout and bearing of her company, the enthusiasm and care with which guests of all ages were received on board, and the conduct ashore have been exemplary. You have left an excellent name for the Fleet in Scandinavia. BZ'

Leaving our Russian escorts emitting clouds of black smoke and wallowing in our wake, we rushed

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back to Portsmouth for a week there, then on to Devonport for the latter half of June. Liverpool does not necessarily mean Beatles, but a week-end there was a fitting relaxation (?) before our return to the West Country, via a Families Day, and a very tiresome fortnight of hanging on the slack whilst the politicians argued about Malta, and 41 Commando lived under canvas on a damp Dartmoor. Eventually the lights stuck at Red, and we stuck to Guzz for our Summer leave, culminating, believe it or not, with Navy Days on our last week-end for three months.

Since sailing from UK we have settled into a way of life that sounds like perpetual motion—Sea, 845 NAS and 41 Cdo embarked, and exercise, disembark, a visit, reembark, and exercise . . .

So far Istanbul for the visit, Cyprus and Thrace for the exercises, Malta for the disembarkation. Soon we are off again, to Sardinia (exercise), then Venice, Trieste, Malta, Gib before returning to UK for Christmas.

This article cannot close without mention of two sad moments. In early October CRS Meldrun slipped a disc and had to be invalided to Haslar. We thank him for all his loyal help, and wish him a speedy recovery and all success in his new job at AFCENT. After two years of constant endeavour, ASCO, Lieut Mick Murphy has just left us. We wish him well in *Mercury*, and thanks for all he has done for *Bulwark*. We welcome Lieut Colin Smith (ex O2) as ASCO, and by the time you read this, FCRS Alderson (ex O3) will have joined to replace CRS Meldrun.

GCHQ CHELTENHAM

by CRS(W) D. Dean

I relieved CRS(W) A. D. Bowen in June of this year and am now settled to the 'Pace of the Place'. The work here is very interesting and visitors are quite frequent; anyone with 'common problems' is encouraged to contact us here and very often visits can be arranged to mutual advantage. There is one item that perhaps all your readers could help us with. One of the changes I had to get used to working here is the Phonetic Alphabet in use; in fact there are two letters nobody seems to know, perhaps your readers would write and let you know if they know them. This Phonetic Alphabet is quite confusing, not only to the user but also to anyone listening to a conversation where it is being used. It took me a while to learn it, see if you could get used to it:

A for orses	N for a Penny
B for Mutton	O for the wings of a dove
C for the Highlanders	P for Relief
D for Dumb	Q for the flicks
E for Brick	R for Mo
F for Essence	S for Williams
G for Police	T for Two
H for ?	U for me
I for Tower	V for La France
J for Oranges	W for ?
K for Shoes	X for Breakfast
L for Leather	Y for Husband
M for Sis	Z for Breezes

I'll stop skylarking now and tell you that we believe that this was the Phonetic Alphabet employed by the 'Desert Rats' during World War II.

Readers are invited to comment and fill in 'H' and 'W' if possible.

HMS CLEOPATRA

Staff: 'G's RS Everett, LRO Cameron, RO2s Jenkins, Gibbons, Thomas, Costello, Carver, RO3s Smith, Littlewood.

'T's CY Roberts, LRO Kerslake, RO2s Whitehorn, Roy, RO3s Rowlands, Parker.

'W's RS Taylor, LROs Booth, Garden, RO2s Morgan, Heal, Morrison, Maguire, Roberts, RO3 Colmer.

Contrary to popular belief *Cleopatra* is still in the service of the Royal Navy and stuck on a mound of beer cans in Guzz Dockyard, not for want of trying. To fill our avid readers in on a little background; as is draftie's usual wont we all joined the ship long before it was due to put to sea—virtualled in 'The Huts' of *Drake* and with the ship in bits at the bottom of a dry dock (even when they let us out we had to use dock-side heads and bathrooms for a further two months, which pleased us no end). Day running and sea acceptance trials took us on our first foreign—Pompey proved that it is still the best base port. The latter place brought about the staff's only trouble spot (major) when one member (who has since gone on draft) had an altercation with our keepers of the peace. Another senior killick sparker who shall remain nameless is believed to have said 'No OD killick is taking him in any wagon'. Our culprit, however, had a good night's rest in the abode set aside by our said OD killick. Incidentally, since being in commission he remains the only member of the staff to do 'extra work' for a couple of weeks. Beat that if you can after 16 months in commission.

In February this year we actually managed to reach Portland, the stumbling block of many a ring and hook. The SCO's words still ring in our ears 'it's only for six weeks and they won't crack us'. He did give us some good advice as well. By and large Portland was not too bad provided you could survive on four hours sleep per day and one weekend in six. On sea inspection day the sparkers managed a record of ZID 061 and ZIC 180 on the broadcast, the record for the term, putting to shame some of our bigger ships with their bigger staffs and more equipment (notice I did not say better). Before anyone writes and tells us they did better we still had 40 minutes to go when the Chief(W) stopped us sending anymore. The Gollies managed to set a new record as well—more sleep than anyone else. Joking apart, the whole department came away from Portland well satisfied with themselves. We had the honour (if you can call it that) of sailing immediately after completing the sea inspection to sail for the Atlantic for trials with one of our deep (hush hush) friends, who plays in the depths below without even touching a pint. On completion the ship meandered its lazy way back to 'Guzz'

at our normal slow passage speed of 20 knots plus for Easter leave.

On return from this leave, which passed all too quickly, we sailed for a wine festival (ours) in Bordeaux with FOFWF embarked in *Tartar*. *Cleopatra* took charge of the weather for the visit and took the rain with her. This apparently pleased the locals who for some reason seemed delighted that it was the first time it had rained at the Trade Fair for 20 years. A good run was had by all as we legged it for the nearest bar until the rain stopped. We became very popular in a bar about 150 yds from the ship after the first 48 hrs of non-stop rain. On returning once more to 'Guzz' we had a quick weekend and then sailed in company with Britain's biggest warship *Ark Royal* (that's what the local newspapers call it anyhow). Many systems of communications were used during this period the most important of which turned out to be mental telepathy!!!! We almost reverted to messages in bottles as well but didn't have any bottles. A storedem for pigeons was turned down by the stores branch on the grounds that the chefs had first priority. At one stage in our frustration we all joined hands in the office and screamed 'is anyone there'. Someone called Marconi mentioned MORSE but one of the Juniors said that it was taboo nowadays. We did manage a better hand message organisation than many a shore base can boast of though and it was a good job too.

The visit across the Atlantic included Roosevelt Roads (a one day stand—not even a night), Philadelphia, Charleston and Viiiirrrrrggggiiinnnn Gorda (bliss). An enjoyable visit to our American cousins homeland but don't believe all those wild stories about dishy blondes queuing up in their Cadillacs to whip Jack off ashore.

On return to the green, green grass of home ('Guzz') we were given survivors leave (to dry out) and by the time, and IF, this narrative gets published the good ship *Cleopatra* will be out east. Where you might ask? Who knows, even the Stokers cannot tell us yet. Anyhow we shall try and get through to someone out there if we can!!!! Major note in the Comms defect book: *Ark Royal*.

Comments of interest (only a few):

1. Heard in the bridge passage:
CY to Bunts—Go and change the ensign.
On the upper:
Buffer to Bunts—Where are you going?
Bunts—To change the ensign.
Buffer—Oh! all right but don't go on the upper deck.
2. DWEO to Sparks:
This Storno does not work on channel zero.
Sparks:
Not surprised Sir—'O' is for off!!!!
3. GO to SCO:
I won't bother circulating this exercise pack to you, there is nothing in it that concerns you except communications.

4. Question to LRO(W):
Why have you asked for 1200 leave on Friday?

Answer:

Because I live in Scotland Sir.

Question:

But your request is for Portsmouth!

Answer:

Yes I know Sir, I want to catch the 1300 Pompey coach.

(SCO is going grey).

5. Question to Bunts:

That ensign is foul again, clear it.

Bunts:

Can't help it Sir, the direction of the wind and the siting of ensign runners is the cause of the problem.

Answer:

Well don't just stand there CHANGE the direction of the wind.

We are bossed by Sub-Lieut(SD)(C) R. E. Woodham who we hope will get a draft to CND when he eventually leaves us to look after our interests.

PS Would someone up there please inform the person whose idea it is to reduce morse training that he is welcome to come onboard *Cleo* for a loan draft anytime.

HMS DEVONSHIRE

by LRO(W) Thomas

After our commissioning on May 21 (the fourth in the *Devonshire's* history), we spent a few days in Jersey (our skipper is a native), prior to trials in the Portsmouth area, and after leave, finishing SATS in the Gib area, mainly for Christmas rabbits. Now we are back in the Portsmouth area again, this time preparing for a six week jolly around Portland as guests of FOST.

Our communications team at the time of writing, with Lieut Schofield in the driving seat, and Sub-Lieut Mugeridge as his assistant, consists of W wise; CRS 'Buck' Taylor, who doubles as divisional chief, RS O'Halleron, comms buffer, and reputed to have the sharpest pair of eyes in the fleet, LROs Paul 'Curley' Currie, Roger 'D by P' Mewes (only 103 days to do) and 'the nose' Thomas. RO2s Terry Mosley, Taff 'the heap' Kemmery and RO3/JROs Mick Pope, Ron Stevens and Mac Mackay.

The wireless office team, G wise is headed by CRS Gordon Bane, and fathered (not literally) by RS Wally Walton, and, of course, the lads. LROs John Lawler, Huc Hucklesby, Colonel Hulse, and Adolf Handbury. RO1s 'Boysie' Oakes, Kevin (of RAs anonymous) and Jan Alley. RO2s Jim (Ladbrokes) Henderson, Taff Dennett, Ron Swindles, Dave (the golden blanket) Lippmann and Nat Evans. Our RO3/JROs Smudge Smith, Thumber Louth, 'Ajax' Ajayi, Sam Brown and our very own Champion.

The *Devonshire* Tactical department consists of CCY Bee, LROs Davis (LHOM and mess chippy), Roger (captain of nearly everything) Dunt, and LRO

Turner. RO2s Manning, Turkentine (deeps), Smith 'signing on', and Larry Lamb. RO3s Healy, Macdonald and Lord. It's a bit tense being the smallest element of the Branch and having Gs use our offices, but on the other hand, it's quite a novelty to see gollies scrubbing the flag deck.

Although we have no real triumphs to report as regards communications or EW, I think we are the only comms mess to have a built in telly, stereo radio, and record player all encased in a natty little bar, and fitted carpet all round.

At the next time of writing, we should have finished our stay at Portland and will be set for lands afar, and until then, we wish everyone a very happy Christmas, and best wishes for the New Year, especially AIG1001.

HMS DIDO

by CY D. Dain

Tactical wise, working with NATO, several points arise. The splendid 'OD-proof' DIG system goes by the board due to the lack of DIGs. We are working happily on both DIG and DIG-less system at the moment, KEB (exercises) covering most signals received from NATO. The other navies don't seem to read the same ATP25 as us at times, but have proved very willing to learn and it is rare now that we hear 'Immediate execute, Turn Nine, ISA Turn Nine, Time 0924 Over'. We have had occasions both before and since joining STANAVFORLANT when flag hoisting and flashing light were the only way of passing traffic, due to either the EMCON policy or the equipment state. We've even done a RAS in fog using flags alone (just like Monday mornings at Portland). I'm not sure to what depth new entries are taken in by these two subjects but I would like to plead with the powers that be, please don't ignore them as being out of date. The youngsters on board have become quite efficient in a short time, but it does the nervous system no good to have to teach them during OOW manoeuvres. One noticeable point is that RPs and RO(T)s have had to work very closely together on Navcomexes to get into line with the Americans. Relative Velocity Exercises (RELVELEX), basic manoeuvres and screenexes going hand in hand—perhaps time will tell, either the Ts will hoist in Rel-Vel or the RPs will take on fleetwork.

On the whole, working with STANAVFORLANT is an enjoyable experience, providing you approach it in the right frame of mind and I'm sure it will prove to have been the best training ground ever for the RO(T)s. They'll want to know about a correspondence course on semaphore next.

Finally my apologies for the lack of epistles during the past two years, but what can one say about Beira, Singapore, etc, that hasn't already been said. The Yeoman edited the ship's newspaper and RS Atha talked everyone to death—we even had a tankful of tropical fish in the TR. Many people made phone calls to UK during the foreign leg, and seemingly hundreds of CYs and RSs have been enter-

tained on board—we even did some comms exercises.

All that remains is a QSY from the old commission to the new, now gathering momentum. RS Atha, LRO(T) Thompson and RO(W) Moore have departed and RS Strong, LRO(T) Grant and LRO(W) Froud have taken their places, with many more changes in the offing. Good luck to all ex Dicky-Didos, and happy hangovers to the new commission.

HMS EURYALUS

by RO1(G) Young

Staff:

SCO Lieut M. G. A. Knapp.

Ts CCY M. Pritchard, A/LRO(T) M. C. Smith, RO1s S. C. Pope, M. S. Gray, RO2 D. G. Cranswick, JRO M. J. Stanton.

Gs CRS G. Wadsworth, A/LRO D. S. McLeod, RO1s D. Young, P. Walsh, RO2s R. Thomas, P. C. Jones, D. Hall, P. M. Wood, K. P. Wigley, RO3s J. Hartley, M. Biddle, JRO J. H. Slater.

Ws CRS A. L. Brent, LRO L. J. Whittle, A/LROs D. W. M. Andrews, D. Croxall, RO2s K. E. H. Peglar, J. Sheppard, RO3 E. Yates, JROs M. F. Hinds, D. Park.

Being avid readers of DCIs, DCOs, S orders, etc, and having submitted requests for everything from 'loan draft to Invercockaleakie recruiting office' to 'Volunteers for expd to Patagonia', the Comms branch of HMS *Euryalus* finally came unstuck when CRS Wadsworth discovered one we have overlooked. This concerned articles to THE COMMUNICATOR, and explains how I came to be sitting with a copy of the Ship's movements in one hand while hitting the keys of our one remaining workable typewriter with the other.

The result was as follows:

Having successfully negotiated the obstacle strewn Portland course, the CRS was finally able to exchange PWPPs for a set of golf clubs, and concentrate on improving his handicap on various courses around the UK.

Southend was first on the list, but here he was side-tracked, as indeed were most of the Branch, by the hospitality extended to us by the Southend RNR. It was in a subsequent attempt to reciprocate this hospitality that RO2 Wigley discovered to his cost (three days nines) that items which may be kept on board under the heading 'Local Souvenirs', do not include RNR Wrens. The said Wrens having been returned to their rightful owners we were able to proceed up the Thames to Greenwich.

Here we took part in the Royal Naval Equipment Exhibition, and although the CRS was unable to improve his putting, due to pressure of work, at least one member of the Branch claimed to have achieved a 'hole in one' although he is rather reticent about the subject, and names must be withheld to protect the innocent.

From Greenwich we proceeded to Aberdeen (taking the pretty route via the Arctic Circle and Exercise 'Royal Knight'), and here at last the Chief was able to practise his swings while the rest of the

Branch practised theirs (in the words of the advert—'It's what your right arm's for').

Next on our itinerary was Greenock, where an interesting time was had by most, in particular one JRO, who has since submitted a letter to the Home Secretary complaining of Police brutality and wrongful arrest.

We are now engaged in 'COCQEXs' (careful with the spelling) and eagerly awaiting a visit to Liverpool. The natives have slapped in for station leave while the rest of us are looking forward to visits to the Knotty Ash Jam Butty Mines, followed by Oggie Land for leave.

In addition to the Chief's golfing activities, the Division is well represented in the sporting world, the football team including five ROs, but being outdone by the rugby team which boasts six. The SCO, Lieut Knapp, opposes the CRS(G) on the links, CCY Pritchard has taken up stock car racing, while the CRS(W) favours 103s (same as 301s but he throws the dart board at the darts).

It would be unfair to close without a mention of two incidents which were later forwarded to a well known book of records. Both concern the EW world; the first disproving the popular belief that Ws on passing for higher rate, wait until after stand easy to be rated up. Dave Croxall on being rated RO1(W), saluted smartly, did an about turn, joined the end of the queue and came back to be rated LRO(W). The proceedings were not timed but were believed to be in seconds rather than minutes.

The second occurred in Southend Harbour and was just after the announcement of the Western Fleet Piscatorial Competition (fishing to you).

An Able Seaman from the *Euryalus* immediately claimed the first prize, for fishing out a 16 stone gold buttoned Chief Golly fish, but he was later disqualified as he needed the assistance of the remainder of the boat's crew to land it. Anyone acquainted with CRS(W) Brent will understand his difficulties.

Later, having dried out (internally and externally), his story was that he saw three ladders, he picked out the right one, but stepped on it with the wrong foot.

Following leave, we deploy to the Med (any Comms football teams please note) and, typewriters permitting, will submit our next article from there.

HMS GLAMORGAN

by LRO A. C. Moan

Seeing that we have been absent from the pages of this magazine for about a year now, we decided to put our heads together, and we came up with this little epic. As usual, we noted, giving the staff a mention seems to be the done thing, so, here they are: SCO Lieut-Comdr E. G. L. Sclater.

W/T Dept CRS Heaton, RS Sunderland, LROs Boot Tyler, Porky Bullmore and Alphonse Moan, RO1s Jan Taverner and Jessie Mathews, RO2s Willy Watkins, Tab Hunter, CIB Burnham, Bibbly Bobby, Ben Bannelick, Sherlock Holmes,

Chris Amis, Bob Wiseman, Andy Radford and Trigger Rogers.

VS Dept CCY Duncan, LROs Slinger Woods, Kev Devine and Freddie Cannon, RO1 Chris Keeler, RO2s Taylor, E. M., Taylor, D. J., Reuben Ditty, Pasep Smith, Golden Blanket Sharpe, Cockatoo Magoo Stoneman and Foggy Dewar (see note below).

EW Dept CRS Perkins, RS Davidson, LROs Cowboy Western and Dave Evans, RO2s Jimmy Bond, Steve Potts, Charlie Early, Reg Holdcroft, GKL Mottershead, Terry Paul and John Hancock.

Left Dept LRO(G) Josey (*Mercury* RS Q), LRO(G) Payne (Northwood), RO2(G) Burton (BNA Lisbon), RO2(G) Moan (*Mercury* LRO Q) and RO2(W) Watson (*Mercury*).

That's that little lot out of the way so back to the epic. Our story really starts when we sailed from Guzz on June 1. We joined up with HMS *Eagle* and headed for the FES, via way of Madeira and Port Elizabeth, South Africa. It was here a certain RO3(W) came back negative cap, silk, lanyard, collar and jumper, when questioned the next morning he denied holding a jumble sale in the main drag of the city. Our departure was delayed by some four days due to some weird and wonderful machine part falling over. A quick demand to UK brought it to us via air freight and a frantic overnight dash by lorry from Johannesburg. Eventually we slipped at 2.30 am on a Sunday morning.

A hurried chase followed across the Indian Ocean, trying to catch up with HMS *Eagle*, who had sailed from Cape Town flying the Flag of FO2FEF. We eventually caught up with her off Penang in time to catch the tail end of a big 'Flyex'. A two week AMP followed in Singapore, with old acquaintances being renewed and new ones formed as well as the usual delights being sampled. On leaving Singapore, we again joined *Eagle* and FO2FEF, the frigates *Danae*, *Jaguar* and *Achilles* for Exercise 'Southern Clime One' and passage to Australia and New Zealand. Following this disaster we enjoyed a weekend in Sydney (nuff said). Our departure was marred with the usual Monday morning blues which FO2FEF proceeded to shake out of us with 'Southern Clime Two'. Several days of bad weather forced everyone to take shelter in the lee of the New Zealand coast and eventually led to the cancelling of a major part of the exercise (sad).

Our next port of call was Port Lyttleton, the port of Christchurch capital of South Island. Here we received a tremendous welcome, with over 75% of the ship's company obtaining Grippos. Unfortunately there isn't a lot there but what was lacking in facilities was more than made up for by the hospitality of the people. One of the few good runs left. Leaving there found us back with our old friends *Eagle* and Co, for more exercises and the rest of the nausea which goes with accompanying a carrier. Geraldton, West Australia followed and here our divers discovered

that the rough weather off New Zealand had damaged our rudder. This led us to sail one day early for docking in Singapore, where we are at present (Oct).

As to the future? Well, our harbour and sea inspections (courtesy of FO2FEF) are looming up, as are Hong Kong, Mombassa and Simonstown and perhaps a trip to where the coffee beans grow. We are due back in UK on March 16, so perhaps we can bore you again with another epic for the Spring edition.

FOOTNOTE...How FOGGY DEWAR got his name.

CCY Why hasn't this signal gone?

DEWAR I closed down on DTN Chief.

CCY WHY?

DEWAR ... Well, FO Plymouth said all traffic in the harbour was to cease due to the fog Chief.

HMS HARDY

Another Saga of the Limping Ghost of the Dorset Coast

Wotcher mates. Well much water has rolled past our bridge since we were last in print and once again it is time to inform the rest of the Navy how enjoyable Portland REALLY is (as an annexe of the local Pontins). Since the last time our 'famous' name graced these pages we've had a couple of changes in the staff. Our new but slightly shopsoiled leader is Lieut P. Harrison (anyone seen Portland Bill). We've lost RS Pete Willson, who is now in business in Commcen Whitehall as Commcen Barber, RO1(G) Dave Swinford has gone where all baby spies go and is learning to be (S), and our funniest commms rate RO2(G) Dave Griffiths has departed to the sunny climes of Yeovil, where, he assured us all, lots of leave is given. To them we wish Bon Chance and if you come visiting, please bring your own drinks.



I know we're short of tack lines, but really Yeoman!!

The new and unabridged department starting off with the 'G's is, RS 'Any coffee on' Lovell, LRO 'Where's my draft' Torrens, RO2 Mick (Civvy on loan) Gaulton, RO2 'Broadcast' Pritchard, RO2 'Do I have to sling' Dolan, RO2 Ivor Wright and RO3 'Marconi was an "OD" compared to me' Hignett.

Following them at a wary distance come the 'T's led by CY 'I'm good to you blokes' Hone, ably obstructed by LRO (again) Pierre (he denies all knowledge), RO1 'Who's got a patrol report' Desmond, RO2 Jim O'Kelly (disappointed cos Shirley Temple is not his relief), RO2 Alan 'Gigs' Easter, and last but by no means least RO2 'Tiny' Carr whose civilian attire would shame all conservative dressers, ie, Liberace. We have had some exotic trips in the last few months. Amsterdam saw *Hardy* cap tallies venturing down the bars and places of Kanal Strasse. Our first trip this year was to Brussels, a most enjoyable time was had by all, except for one sparker who came back with several items of uniform missing. Please don't get the idea that Portland Squadron is all rabbit runs, I can guarantee that out of 12 weeks per term nine are spent day running for TAS classes. Believe me after two years it does get a wee bit monotonous. Do not let the words 'day running' make you think we are ashore every night, most nights in the week we don't secure until well past 2000.

Our most recent visit was to the fair city of Copenhagen. We travelled over with the full squadron (XMT *Exmouth* and *Penelope*), and Grey Rover with *Phoebe's* Wasp on deck. It really was a wonderful run, what with all the live shows, etc. One bunting was invited up onto the stage to, as he put it, do his own thing, but unfortunately he just wasn't up to it. All the local sights were visited the Tuborg Brewery, the Little Mermaid, the Carlsberg Brewery, etc, etc. And as a finisher to the pleasant evenings a quick run through that well known assault course 'The Whispering Gardens'. That was supposed to be a Squadron rest. On completion of Copers, we descended on Harwich and gave the *Ganges* Juniors a couple of days at sea. I suppose they enjoyed themselves, anyway we never saw any who looked worried. We Ras'd, Jackstayed, Shot, got shot at and looked at subs, it was so exciting even the ship's company started to enjoy it all in the end.

Our programme in the immediate future is a week of pre-refit trials and then a few days in Brixham. We have been told of a wonderous elixir called Scrumpy, I think I've spelt it correctly, that is made in those parts so I'm sure at least two of the buntings will venture ashore and sample it. From the land of the rising Jan we proceed to Newcastle in order to give our two tame Geordies some RA time. From Newcastle some of the ship's company are going on an 'Exped' walk, down to Portland. RO1 Desmond is the Comms rep (and that's only because someone started a rumour that a firm by the name of Guinness was providing the refreshments along the way). Then a bit more running for FOST then a spot of leave.

We are now on the downward leg of the commish (wild cheers heard from the BWO and TR), and even though we've begun our RDP (it's in the WPP so it must be true), we'll be digging out and doing a 'Casex' as we hoist the paying off pendant. Next term we once more point our bows North for Liverpool and Barry (FOST, Wednesday wars, etc, permitting). To RO2's Breward and Piesse who will soon be joining us, we say welcome and bring your own hammocks (we got none left), and to RO2's Mick Gaulton, civvy bound, Jim O'Kelly, *Mercury* bound, eventually for his killicks course, we say all the best and may life be kind to you. To all sea going comms see you in one of the Castletown pubs, to the rest, you can't hide from FOST forever. So if you see a rather battered type 14 (yes they're still running) rolling around, spare a thought for us and try not to laugh. PLEASE.

Heard in the Office:

RO2—Hey Potts, do us a sub please?

PO TEL—Certainly

HMS INTREPID

We apologise for not contributing to the last issue of *THE COMMUNICATOR*, but the stresses and strains of our Australian tour were such that we completely missed the closing date. As you will gather, the Australian trip in June and July was enjoyed by everyone. Several members of the ship's company, including RO2(G) D. P. Strike, got married, and even more, with RO2(G) J. T. McCreadie as our representative, got engaged. The trip included Fremantle, Melbourne, and Adelaide, and of the three, the latter was by far the most popular as the hospitality and the girls were so generous! We returned to Singapore in mid-July, and immediately embarked on our ORI which included an amphibious assault on the east coast of West Malaysia. This went comparatively well, but we were not sorry to slump into an AMP in Singapore. The AMP lasted for the whole of August, and during this time our SCO, Lieut-Comdr S. E. Hughes, was relieved by Lieut-Comdr W. D. Redmond. The former was despatched from Changi in traditional style, and it was rumoured that he had sufficient flying speed to make the VC10 redundant.

From Singapore we sailed for exercises in Hong Kong and Korea before having a week's 'jolly' in Kobe. Then it was back south, a quick stop at Singapore to top up with 'rabbits'—or in some cases, Tiger—before trekking across the Indian Ocean to Mombasa and the Gulf. During the Indian Ocean passage we had the Zenith trial team consisting of Lieut-Comdr (SD)(C) J. Edwards, Lieut-Comdr Astbury, Mr Mills, and Mr Still from ASWE, all of whom tried to make our satellite aerial tie itself up in knots as IDCSP satellites passed directly over the ship. Communications-wise the ship continues to do reasonably well, and this is in no small part due to Skynet. This excellent piece of equipment has really simplified long distance communications, and we are

now confident enough to drop steam-age broadcasts and HF MRLs and rely entirely on this practically error-free channel. Being exclusive users (we discount *Fearless* as they are relatively inexperienced!), there is rarely trouble in arranging a link into Whitehall Tare. We were all sorry (in some respects) to say good-bye to our friends in RNCC Singapore. We had been their best customers for just over 15 months and had worked up a very good liaison with them.

During the period we have lost the last of our 'original' communicators. CCY Gallaway, the terror of the hockey pitch and outright winner of the golden pillow, was relieved by CCY 'Taff' Davies in September and at the same time RS McCarter left for civilian life to be relieved by RS G. Singleton (who likes to do everything single-handed!). In October, much to the ASCOs relief, a large contingent consisting of LRO(T) 'Shakey' Shorrocks, LROs(G) 'Jan' Hillier, 'Ossie' Oswald and Bob Ikin, RO2s(G) Stirton-Smudge, 'Eggie' Eglinton, Freckleton and K. Vardy departed on flight ASC 2179. A series of postcards marked their progress to UK. The LROs(G) have all gone to Whitehall, and have promised to bring that end of the Skynet circuit up to *Intrepid* standards—whatever that might mean! The others have gone to *Mercury* for courses or to await discharge to civilian life. Joining us to replace our departing heroes came LRO(T) Goldsmith, LROs(G) Eggby, Jackson, and Bennett with ROs(G) Lamey and Clemence. We have another batch of departures in late November, and this will include RS(RCI) 'Ted' Lloyd who will no doubt return to 'T' Section to put them in the picture on modern communication systems.

After this last upheaval there should be no further changes in complement until the ship returns to Guzz in February after a 21 month foreign commission. There will be some changes then but we will save them for the next edition.

Heard in the office during preparations for Captain's rounds:

'What's the MRL like?'

'Blimey, we don't have to clean that as well do we?'

JUFAIR—PAYING OFF

by Irvin Cottle

Bahrain is an independent Arab State ruled by His Highness Amir Shaikh Isa bin Sulman Al Khalifah, Ruler of Bahrain and its dependencies. The State consists of an archipelago of small low-lying islands situated about half-way down the Arabian Gulf, some 15 miles from the Arab coast and slightly more distant from the Qatar Peninsula. In the past Bahrain owed its importance to its position as the centre of the pearl industry of the Arabian Gulf; today it is better known for its oil refinery and for its position as the Gulf's main trading centre.

Bahrain is often described as a land of contrasts, and this is especially true of its inhabitants, for in this small group of islands, no larger than a pencil point on a map of the world, there are today estimated to

be some 206,000 people drawn from over 45 nations of the world. In the northeast corner of Bahrain is situated Jufair. Home for the British Forces for 200 years, or in my case, 11 months. For obvious reasons we will all be glad to leave, and we express our heartiest thanks to the Government for deciding to withdraw its forces from the Gulf.

The naval representation out here is quite small compared with the other two Services; but I must add that we have certainly made our mark in the Gulf. The Communication Branch represents 20% of Jufair ships company.

Since the move of Commcen Bahrain from Jufair last July, the Gs have worked in the new Commcen Bahrain at Muharraq inside the RAF complex. It is run entirely by the RAF with the RN operators primarily manning MRL4 and Gulf Net (LCN). The Ts at present work with the Army (255 Sig Sqdn) in the Joint Message Centre at Jufair, but are due to move into the Naval Headquarters in October.

The Communicators consist of: RS Colin Dewhurst, CY Slinger Wood, LRO(G)s Irvin Cottle, Jock McKeever, and Charles Ingram, LRO(T) Russ Howes, and ROs G/T Jim Thorne, Mike Kinsey, David (Deep Purple in Rock) Thomas, Ted Payne, Shiner Wright, Jock McMillan, Martini Foy, Curly Cutts, Scouse McCartney, Jerry Burrows, George Oliphant, Mike Arrow, Mike Payne, Ron Hayton, and last but not least Jim (I've been here before) Short. All looked after by Lieut-Comdr Colin Traill, RN, SCO to CNFG (Commodore Sir Peter Anson, Bt).

Finally, may we in the Gulf for the very last time, wish you all a very Merry Christmas and a happy New Year.

COMMCCEN LASCARIS 'Ton Down Girls'

by WRO(M) M. Wyatt

The last year in Malta has been so dead socially that WRNS are now having to look under the water for their pleasures. An invitation was extended by the RAF Sub Aqua to the WRNS in Malta to join their now thriving club. I went along with two other Wrens to see what it was all about, thinking it was just a case of 'On set and at them'.

Our first sessions consisted of paddling around Kalafrana Beach Club in snorkel mask and flippers. After one or two sessions of this we were given a short practical test which entailed diving in fairly deep water, recovering our masks and putting them on.

From this stage we graduated to aqualungs. With our minds boggling at the sound of words like 'bends', 'nitrogen narcosis' and 'decompression'. We struggled through what seemed to be an endless dry diving course. Finally, however, we were allowed to put on our sets and take the plunge. At this stage we stayed in shallow water and got the simple things right, like clearing water from masks, exchanging demand valves (air tubes). All these things must become second nature to a diver, it is no use trying it for the first time at 100 feet with a mouthful of water.

After eight weeks of training we were finally ready for the big day. Dressed in our 'Norman Hartnell' wet suits and completely weighed down by aqualungs, weight belt, depth gauge, watch, flippers, mask and snorkel, we waddled to our boat. We were to do our 'ton down' in Xlendi Bay, Gozo. It would be hard to find a more suitable place to do a deep dive. The water is wonderfully clear and the depth increases as one dives from a comparatively shallow reef down a slope teeming with fish of all sizes and if you're really lucky glimpses of half formed amphora. (Xlendi is where the first Roman Wreck around Malta was found.)

Accompanied by two experienced divers we slowly descended down the side of the reef. At this stage time stands absolutely still and the only sound is the air rushing out of the exhaust valves. Finally, after what seemed a lifetime and countless glances at depth gauges, we were there—100 feet. Although this is not the maximum depth allowed by club standards with our nervousness and slow descent we had gone through our air supply faster than normal, so reluctantly we started our journey back up. This was broken with a decompression stop at 10 feet for five minutes.

With our big dive behind us life really started to get interesting and every weekend (watches permitting) sees us out diving in the many interesting places around Malta. The culmination of the diving season for us was a 14 day exped, diving around Gozo with the emphasis on the Roman wreck at Xlendi Bay.



"ANOTHER MAKE AND MEND? WHAT FOR THIS TIME?"

THE FIRST HMS MAURITIUS

by Sidney Perkins ex-CPO Tel*

As a regular reader of THE COMMUNICATOR I am always interested in the contributions from *Mauritius*. Particularly the last one from Ldg Wren Robinson. It brings back memories to me. I recall 52 years ago when I arrived at Port Louis with the naval staff to man the W/T station at Rosebelle. We travelled in the

*Mr Perkins is a committee member of the Tels 1918 Association.

train of double-decker carriages to Rosebelle station. After walking a mile we arrived at the W/T station, a sort of oasis completely surrounded by sugar cane.

The W/T station was built by the Marconi company. The three 350 ft steel masts looked extremely out of place among the acres of sugar cane fields. The equipment consisted of two synchronised spark transmitters and one Poulsen arc transmitter. The spark sets 30kW and arc 25kW. As no mains supply was then available there were two Gardner Oil Engines driving 240V generators charging 240V batteries.

The station was in a chain consisting of Admiralty, Malta, Aden, Seychelles, Mauritius, Durban, Port Nolloth SWA, Bathurst, Gibraltar Admiralty. Thus covering the South Atlantic and Indian Ocean for HM ships, who in those days were out of range of the UK. With these large transmitters it was brute force and ignorance in the sense that the capabilities of H/F, V/HF and U/HF were not known in those days. Of course, with the introduction of H/F in 1923, the stations were obsolete. The staff consisted of: 1 WO Tel I/C, 1 CPO, 4 Ldg Tels, 6 Tels, 1 CERA, 1 CEA.

Besides working the schedules with the chain we carried out commercial work for the island. There was virtually no car or lorry traffic, it was either railway or bullock cart. There were a few model 'T' Fords in Port Louis which was about all. Our outings from the station were either to Rosebelle village or by train to Mahebourg for swimming. In spite of the loneliness with a small staff we all managed to enjoy ourselves and I personally look back on it as the happiest time during my service.

Mauritius is a lovely place, I wish I could revisit it. Finally, I would be much obliged if any member of *Mauritius* would let me know if Rosebelle W/T station is still in existence. Also I have heard that the Mauritain Govt Railway is no longer, which is a pity because it meandered through the most delightful tropical scenery.

HMS MINERVA (FIGHTING 45)

by LRO(W) Whittaker and LRO(W) Rice

Staff:

Ws RS(W) Bill Cotton, LROs Whittaker, Perrett, 'Kite' Rice, RO2s Ginge Young, Double R Dixon, Newly Rated Jamieson, RO3s Scouse Fitzgerald, Soviet RT Smith.

Ts CY Don Sharratt, LROs Portland, Lover, Bromley, RO2s Dirty Dobson, Loner Gallacher, RO3s Clipsom, Penny Stamp and Dave Hopwood.

Gs LRO 'Cat Weasle' Parren, RO2s MGB Lomas, Scouse Munro, George Hickman, Harry Darby, RO3s MUP Moxey, JRO Pete Evans.

PS Almost forgot Father George . . . Three Cheers for RS(RCI) Killoran, come back lads and cheer, Oh well scrub round it . . .

'Mighty Min' is back in the news . . . that's if this article is published of course. At the moment we're out in 'Costa Bahrein' enjoying the sun and cheap drinks, still nothing much to do though we've heard rumours that Soviet R. T. Smith has got his eye on a nice looking camel . . . could prove interesting if we

catch him. The staff is more or less the same though we lost 'Scouse' (A/LRO(G)) Roberts in September; he was relieved by JRO(G) (R) JRO(G) Evans. Typical CND trick that, one Junior for one killick. RS 'Smooth' Killoran is now a father not only of the Comms Branch but also of a bouncing baby daughter in Chatham—we've heard rumours that he's trying to teach her horse just as soon as he learns it himself. All sparkers take note, if you like a lie in on Sunday mornings don't go to sea with our RCI. RS 'Wonderful' Cotton will be leaving us on return to UK (approx Feb 25) and is being relieved by RS(W) Chambers. If you read this Potts let me assure you that you have a fantastic staff of Ws, the Gs and Ts aren't too bad but there is no comparison whatsoever. Lieut J. Tate (SD)(C) asks to be mentioned (he's our SCO by the way); well, there you go 'Harry', your name in print at last. LRO(W) 'I'm in love' Perrett is longing to get back to South Africa—big buzz of a marriage here, only a buzz mind you. We are lucky??? as we have our own tame Royal Marine doing sparker work. Mne Jim Thorner's the name . . . so if any of you ever come onboard for a wet be a little wary of him as he's only tame to well known faces . . . only kidding Jim.

We managed to get a Beira Patrol in on our way up to here. HMS *Juno* joined us after a couple of days on our own, plenty of sport took place and we managed to exchange many sea stories. We also managed to give *Juno* the Beira Bucket as it was a little too dirty to be displayed in our immaculate ship.

That's about all for now, we look forward to seeing many of you shore based Kings (and Queens) on our return to UK early next year—all the best from the lads.

RNAS/CRR AT PORTLAND

by M. J. Clifford, LRO(G)

With yet another term almost over and the inmates awaiting their long deserved leave (the usual cry of the Communicator) we struggle on with the complex workings of the air station. Leading our merry band is RS (or should we call him CY?) Mick Pretty with LRO(G) (ex RS(Q)2 and far too keen) Mick Clifford as his second in command. LROs Happy Joy (our own grass track rat) and Dudley Blundell (leaving the service in December—God help Civvy Street), RO2s Musson, Kemp and Johnson constitute the backbone of our little community. Our work is very necessary and vital but alas Draftie does not leave one here any length of time, most of us are just passing through and many ships will be seen in the New Year. However, a change of the normal run of the mill communications is always interesting and for anyone considering this type of draft RNAS Portland should be taken into account when completing drafting preference cards. Some of our older standing members hope that one day blue berets will be issued to Communicators drafted to air stations and then they can really say and boast that they served in a different navy? A merry Christmas to all with a hope that you will enjoy working with us when down our way.

COMMEN NORTHWOOD

by RO2(G) B. C. Baldwin

THE HOLE

Those of you who have already had the pleasure
Will know that down the hole you'll find no buried
treasure,
Yet working underground I think we ought to claim—
Submariners' and Subterraneans' pay should be the
same.

Let us take the hardships of working underground,
Granted, there's no need to swim—we're hardly going
to drown,
But say the air-conditioning should suddenly just fail,
What then does the subterranean (underpaid) inhale??

Suppose we had a fire and it got out of control,
What then are the chances of survival down the hole?
Or say a shaft should give way beneath terrific strain,
Surely that's enough for us to justify our claim?!

And if that's not sufficient to fill your mind with worry,
Or the thought that glorified—frogmen get more
money,
Let me serve reminders to those who had forgot,
The work that goes on 'ON THE WHOLE' amounts
to quite a lot.

Inside this human burrow, the centre of the show,
Appears to be the overworked/understaffed MSO,
And from the subterranean radio staff down here,
We wish you Merry Christmas and the Happiest New
Year.

CSO MHQ ROSYTH

by CCY Heffer

COMMUNICATOR articles are a rarity from this particular hole in the ground. This is due to the fact that normally our staff have neither the time nor the literary genius required to make the article worth reading. We have now found the time, but in the absence of a resident literary genius, I have been detailed off. Bear with me please. No one can remember the last time we communicated with THE COMMUNICATOR. So I can say without fear of contradiction that only our names have been changed to protect the innocent. We are of course much more modern in our outlook since the last article even though we may not be more modern in equipment. Our multiplicity of Nato Circuits, Broadcast, Ratt Ship/Shore, CCN and all the other trappings of a full time Commcen have remained unchanged for generations. And, or so I am told, the same applies to some of the RAF and civilian staff who share our workload. In actual fact we are a very important organisation in this part of the world. Sorry to upset all those who were under the impression that Faslane owned all of Scotland.

A constant flow of exercises, each more complicated than the last, keeps the whole staff busy. Our status deeming that we play no less than a major part in every exercise possible. It has, however, been promised that Christmas and New Year will be celebrated (though nobody actually mentioned anything about leave).

I would like to do the customary by mentioning the names of all employed up here. Most of them wish to remain anonymous for fear that drafty will discover where they have been hiding for the last few years. It will be sufficient to mention the 'wheels'. At the helm is Lieut-Comdr Bryans drafted to Scotland for beating Ted Heath in a 'Round the I.O.W. Yacht race'. Lieut M. D. Y. Phillips is the DSCO and everybody's mentor. He also owns the heavy hand which falls incessantly on the unsuspecting. 2/O Gibson (adding feminine charm to the CB muster??) CRS Clarke is taking his bowler and is turning the world over to FCRS Edge at the moment. CCY Heffer is Div Chief and promises better things for next season (1st Division here we come). Not forgetting the 'greenies' without whom our lights would be forever dimmed. Merry Christmas, Happy Hogmanay and a prosperous New Year from North of the Border.

HMS ROTHESAY

by LRO(W) D. Young

Saga of HMS *Rothesay* day in day out (one day in one day out). Since the last item from the *Rothesay* appeared in the Spring edition of THE COMMUNICATOR, we have sailed many, many miles commuting between Portsmouth and Portland, during which time surprisingly enough we have managed to fit in a successful six-week work up as well.

At this time, some of us just having returned from retard leave, we are primed and ready to sail for the exotic shores of Gibraltar, which some of the ship's company are looking forward to, never having had the opportunity to boast about being bitten by one of the outsize monkeys they keep there. A day's exped, to all points of the compass in Hampshire, gave us a chance to breathe fresh air once more. So loaded down with bag meals, portables, compasses and maps, we were duly discharged by lorry in parties of four, and dropped somewhere in Hampshire, or so we were told. At one stage when B party went missing, presumed lost, in answer to being asked, 'What is your position', the killick bunting was heard to reply, 'In the middle of a cornfield'.

A day's sailing onboard *Meon Maid II* by a party of five Communicators also provided a little more variety to the humdrum life of Portsmouth Dockyard. We sailed out of Portsmouth Harbour about 0845 and had a most enjoyable day calling in at Cowes and Hamble, many thanks to CY Smith who is the 'skipper'. Most of us are looking forward to sailing for the FES in the new year. (Onboard *Rothesay* that

is). The Yeoman and LRO(T) have, between them four hands, four thumbs and 14 fingers—work that one out . . .

RIC to Junior . . . Go and shake your relief.

Junior . . . But he's asleep . . .

HMS SCYLLA

We thought it about time that a few more words were heard from the second Netley of the Far East Fleet, or in the Chinese vernacular—'Monty Mitfords Flying Circus', Monty being as good a christian name as any, Mitford the surname of our branny new ex-*Mercury* type SCO, and Flying Circus, well if you readers have ever watched that programme and would care to join a staff with the same personalities, but, of course, with a different background with BIDs, TTVFs and other quote wondahful toys unquote then please send any requests c/o MCO HMS *Scylla*. Our new producer is Lieut 'Monty-Action-Intercom' Mitford who has successfully taken over the series from Lieut Wise our old Aussie SCO. This was followed by a quick change of CRS with Mick Puttick doing a swift change with Dave Hanson who is now residing somewhere in Oggie-land, *Drake* STC or so the galley range broadcast has it.

About February this year we slid away, slid being the operative word, from the wall in Guzz travelling incognito, and proceeded away from UK to Singahs, where on arrival many old acquaintances were renewed and in some cases strictly avoided, especially by one member of the staff who will remain nameless who was recognised by the infamous Peanuts and promptly lifted of five bucks plus three years interest for one numah one suit, which was cleaned on his last visit to the Guzz of the Far East. That's showbiz. Along with out sister ship *Argonaut* or RADHAZ, will you guard for me on, we have been trollying about the glamour spots which are part of the far flung visit. Japan, Aussie to name the first few and no-one seems the worse for wear. Though, of course, there were the few inevitable mishaps, but that can be left to your own vivid imaginations.

The top brass have given us our Chrimbo pressy already, ie, three weeks' cruise in the sun at sunny Beira, and on Chrimbo Day as well. We firmly believe that whoever thought that one up, with one per cent more intelligence could claim to be plant life. Still stacks of ackers for a return to UK in Feb, '72, by which time a lot of changes to the staff will have been made and *Scylla* will be Captain F7, Scotland here we come. Many of us will be returning to the throbbing metropolis of *Mercury* shortly, so please pardon us if we walk funny, but we always seem to have a typhoon (twice through the alphabet already??) hovering around us, and many have put in for a grant from Monty's Ministry of Silly Walks, these will be patented in due course.

No doubt *Argonaut* will be able to add a few more points concerning our time together, so rather than hog all the glory we will leave some news for her to

report in her highly salubrious way. So HMS *Argonaut* this is your life. So readers with the full benefit of Phil Powells 'Ted Heath' grin blinding me, over the top of his latest AFO demanding a plug, we leave you with this final thought.

You don't have to be mad to be on *Scylla*, but it helps.

FORT SOUTHWICK

by FRCS Matthews

The archeological description of the Fort given in the last issue of THE COMMUNICATOR has given rise to a certain amount of correspondence on the historical background of the other forts which surround Portsmouth. As if to show the worldwide circulation of our magazine one letter came from Miami, Florida and another as far afield as Rhodesia!

As mentioned before the old underground communications centre, remembered by so many, is now living on borrowed time. Already discussions are taking place with the contractors who are going to build the new Commcen and by Spring next year it is hoped that they will have started work on the western end of the upper parade ground. Planning of the internal installation is also well advanced and if all goes well, and to the timescale envisaged, 1974 should see Portsmouth MAJOR TRC operating from new premises! The communications set-up in Portsmouth embraces both Fort Southwick and the joint MSO in the dockyard. The title JOINT MSO indicates that they accept traffic for both the Commander-in-Chief Naval Home Command (whose main offices are in Admiralty House) and for Port Admiral Portsmouth. The joint MSO is headed by Lieut(SD)(C) R. K. Davis (ASCO), who is assisted by an executive officer of the Civil Service. Up to a few weeks ago the EO was 'Nobby' Hall, who, having steered the civilian side for over 10 years, and seen many communications changes in this period, decided it was time to retire. The civilian staff held a 'Hooley for Hall' and judging by the hangovers for the next couple of '24's' it must have been a good party.

Nobby's relief, who is no stranger to the communications scene in Portsmouth, 'Andy' Anderson, left the Royal Navy as a Chief Yeoman, in 1963. His first post with the Civil Service was as a CA at Fort Southwick. Promotion to CO and EO followed and he joined the Communications Centre at Chatham in 1970. The clock has now turned full circle and Andy finds himself back where he started.

The Communications staff at Fort Southwick are a migratory bunch (generally from sea and back to sea again!) Although CND appears unable to shift RS Duffy we do see others come and go. Since the last issue we have bade farewell to RSs Lee (*Rooke*), Tubb (*Naiad*) and Meyes (*Ganges*), CY Clifford (*Mercury*—for duties with their basket ball team), and PO Wren Cooke and Ldg Wren Tural have both left us for civvy street. We wish them well.

Finally we announce the retirement of a long time member of the managerial staff of RBDIP. Lieutenant 'Tug' Wilson—DSCO—will have donned his civvy bowler by the time this appears in print. All concerned in Communications in Portsmouth Command wish him and his family a long and happy retirement. To his relief, Lieut 'Reg' Bunting (Ex URTS *Mercury*) we say 'welcome Sir' and hope that the results of your deliberations on our behalf over the last year or so at High Trees will soon become reality! The festive season will soon be upon us—already the office is topped up with requests for Xmas leave (only a few seem to want New Year's leave!). From Commcen Fort Southwick and the Joint MSO Portsmouth Dockyard we wish you all a good leave over Xmas and the New Year.

RN W/T STATION SUARA

On Saturday, July 31, RN Wireless Station Suara was handed over to a part of the new Commonwealth Force stationed in Singapore, namely the 9th Signals Regiment (ANZUK). The 9th Signals Regiment consists of personnel from Australia, New Zealand and the United Kingdom and the three Services of each nation; this kaleidoscope mixture is well reflected by the staff now at Suara.

Suara was developed from a small collection of Nissen-type huts erected immediately after the re-occupation of Singapore into a modern and flexible transmitting station in the centre of a marshy 120-acre aerial farm. Currently five major HF Trunks and on average 14 components of a RATT and morse Area Broadcast are radiated together with a number of other circuits. 1972 will see an increase in the operational commitment as various RAF circuit requirements are undertaken by the 9th Signal Regiment. This is the first stage in the phased hand-over of the RN Singapore Communications System; the Station was under the operational control of the Commander Far East Fleet and the administrative control of HMS *Terror*.

HMS TARTAR by LRO(G) D'Cruz

Staff:

SCO. Sub-Lieut Lingwood (not one of the silk handkerchief brigade).

G dept. RS Bartlett, LROs D'Cruz, Smith, RO1 Gedling, RO2s Wilman, Anderson, Manley and Jackson.

T dept. CY Jones, LRO Land, RO2s Beresford, Humphrey, Court, New and JRO Maclellan.

W dept. LRO Barry, RO2s Anstee, Richmond and Noble.

Greetings from the Caribbean, the land of Rum and Calypso! Since our last article a few changes have taken place in the staff which is now as shown above.

To bring you up to date with our news, I shall start where our last article left off. Having completed our foreign leg, we returned to UK for a short spell of four months, during which time we just managed a

bit of weapon training between leaves. On completion we sailed for the West Indies. The exciting Caribbean has kept us busy, with the odd exercise now and then, but the runs ashore after have compensated. So far we have visited such places as Bermuda, Bahamas, Puerto Rico, Dominica, Antigua, St Lucia, Venezuela, and are at present completing a 25-day AMP in sunny Trinidad. On our departure from here, a severe lack of business will be felt at the Hilton, Palm Beach Hotel, Penthouse, Moon River, and Pelican Inn, to name but a few places, our sympathy to the management. Of course the run of the commish is yet to come in three weeks, when we visit—MIAMI!

Star performances for this half of the commish have been given by Dave Barry and Terry Jackson at the Trinidad Hilton (one night stand only!), Sas Smith at Maracas Bay Beach, and the Comms department at the Fernandes Rum Distillery (command performance). The RS spent a five day honeymoon in Tobago (at least that's what the hotel register says!) and the Yeoman is quite content to sit onboard with his 40oz bottle of whisky. Pete Manley, Dave Richmond and Keith Wilman all get wed on our return to UK (they are only doing it for the separation mons) so we all wish them Good Luck. We also say good-bye to Rod RDP Beresford, who departs for civvy street and a brain surgeon's job. Jon Land—well we are not too sure if he's comms or not, he resides in the Gunners, Stewards, and Stokers mess, but has been known to visit the comms mess on occasions. George 'Adolf' Anderson has taken the juniors under his wing and taught them a few sea stories. Lil New has re-cated to Writer, Terry Jackson to REM! CND have returned Smudge his hook once more, and Lofty Gedling is still sweating on his, reckons he's been twice round the roster. Iggy Noble returns to the *Andromeda*, life will never be the same in the Wireless Office. Tony Court and Maggot Maclellan look forward to joining their new ships, as the remainder of us await our quiet numbers (draft chits). I am waxing my skis, as Oslo or *Mercury* (it makes no difference) I am going to need them.

This short but enjoyable spell in the West Indies comes to an end in five weeks. On our return to UK we spend the last two months of the commission down in good ol' Pompey, de-storing, and relaxing in general. Most of us will be seen reclining in deck chairs on the parade ground of RN Holiday Camp Victory Barracks, so old friends look us up and we will tell you a tale or two. This definitely is our last article, so from *Tartar* Comms to you shore based ratings Seasons Greetings, and move over in those shore billets 'cause here we come.

HMS TERROR (FLAGSHIP OF COMFEF) AND RN COMMEN SINGAPORE by RS Crozier

HMS 'TERROR'

Extract from HMS *Terror* daily orders for Friday, October 8, 1971. 'At sunset today the White Ensign will be lowered in HMS *Terror* for the last time.'



(Left to right): Comdr M. Sands, RN (Fleet Communications Officer), Captain T. Bradbury, RN (Commanding Officer HMS 'Terror'), Lieut-Col J. McGreevy (Commanding Officer 9th Signal Regiment), Lieut J. N. Coles, RN (Outgoing Officer-in-Charge), Flight Lieut P. Lennard, RNZAF (Ingoing Officer-in-Charge)

As LRO(T) Arnold lowered the Ensign so ended the 28-year commission of HMS *Terror*, flagship of COMFEF since 1962, to be renamed 'Woodlands Garrison, Terror Barracks' and to be governed by the Australian Army.

The Royal Naval Barracks, Singapore, took the name HMS *Terror* from the 15 inch gun monitor of that name which became the first Base Ship, Singapore in 1933. There had been eight 'Terrors' in the Royal Navy before her, the first four and the 6th being Bomb Vessels, the others being a gunboat, a floating battery and a receiving ship. The first was built in 1695 and was burnt by the French at Gibraltar in 1704. The fourth took part in five operations, including the bombardment of Copenhagen in 1801. The 6th was lost in Arctic regions three years after taking part in Sir John Franklin's last voyage to the Arctic.

The old *Terror* as one will often hear her referred to in Singapore, was first commissioned as a monitor on August 2, 1916, and carried out the first of many bombardments of the Belgian coast only two weeks later. She was frequently in action off the Belgian coast up until the end of the war and bombarded Zeebrugge on April 22, 1918, the day before the famous St George's Day raid on this enemy base.

From 1919 until 1933 she became the turret drill ship attached to HMS *Excellent* subsequently moving to Singapore where she became the Base Ship until January, 1940. On leaving Singapore, she went to the Mediterranean where for a time she was the only AA

ship in Malta and was the objective of many air raids. After a short period as Guard ship in Crete in November, 1940, she joined the Inshore Squadron in support of the 8th Army, carrying out several bombardments of enemy positions along the North African coast. On February 22, 1941, she was severely damaged by near misses from aircraft while on her way from Benghazi to Tobruk and sank at 0400 on February 24 off Derna.

The construction of the Naval Base Singapore began in 1922, a year before the causeway linking Singapore and Malaya was completed. The construction of the barracks, then known as the Fleet Shore Accommodation, was not started until early in 1935 and was not completed until after the beginning of World War II. The Fleet Shore Accommodation which was commissioned as HMS *Sultan II* by the survivors of HM ships *Prince of Wales* and *Repulse*, fell into the hands of the Japanese on February 15, 1942, when they captured Singapore.

It was in the wardroom on September 6, 1945, that Capt H. W. Biggs, DSO, RN, Captain 11th Destroyer Flotilla representing Vice-Admiral C. S. Holland, CB, Commanding 5th Cruiser Squadron received the surrender of the Commander-in-Chief of the Japanese 10th Fleet together with all Japanese ships and establishments in the Singapore and Johore Bahru area. These included two cruisers, one destroyer, a number of smaller vessels, the dockyard, the Naval Base and 24,000 Japanese naval personnel of all ranks. After the surrender of Japan, the Fleet Shore Establishment was again commissioned as HMS *Sultan II*. The name was changed to HMS *Terror* in 1946.

* * * * *

The Queen's Colour of the Far East Fleet was shipped in HMS *Diana* from Devonport in 1956 and was presented to the Far East Station by the Governor of Malaya, Sir Robert Black, at the Singapore Naval Base on September 23, 1957. At 1900 on Saturday, October 2, 1971, the Queen's Colour was transferred from HMS *Terror* to HMS *Eagle* for passage to the United Kingdom where it is to lie up in St Anne's Church, HM Dockyard, Portsmouth. So ends, theoretically, the Royal Naval presence in the Far East.

RN COMMEN SINGAPORE

The original RN Commcn Singapore was divided between Phoenix Park, where the MSO was situated, and Kranji W/T station where the TRC/CCR was located. Under the 'unified command' structure which came into being in the early 1960s it was decided that the Naval Commander should have his Commcn under one roof, the two units were therefore amalgamated in NHQ in HM Dockyard under the chairmanship of Lt(SD)(C) J. Pearce, RN.

After the Government's decision to withdraw British forces from east of Suez, the run-down at the

RN Commcen started, in September 1970, when all the WRNS communicators left the island after only three years in occupation. Despite rumours of their impending return we were never to see them again. Traffic loads began to increase in 1971 as Australian signal regiment engineers began to arrive to build the new Commcen across the foyer in what was originally the 'finance department', unfortunately at this same time operators were returning to the UK without relief, which left us very short staffed.

Early in April a small force of ANZ operators arrived and were employed in the Commcen double banking their RN counterparts. It may be added that this was highly successful despite the language difficulties—we all spoke the same language, but only the RN spoke English. At this time, the RNCC (as it is affectionately known to all except the HQDCN COMSTAR checking team) looked more like a Joint Commcen as we employed operators, male and female from the three Services of the three countries—the cartoon in THE COMMUNICATOR summer edition refers.

With the progress of the ANZUK Relay TRC so our traffic load increased and we lost our ANZ friends at the end of July. This loss decreased our watches considerably and there were ugly rumours of three watches, thankfully this was not to be as we were able to borrow spare ANZ operators.

The transfer of circuits commenced on August 1 and continued until November 15 when the final circuit was completed. During this period various RAF and Army Commcens had closed, therefore the only outlet to the United Kingdom was via our DCN with Mauritius, this extra load increased our traffic loading 300%. Even so we managed, with the help of six RAF operators and eight OXP from Mercury.

At the time of writing we are beginning to feel as though we are at last running down, and the end is in sight. We are now in the only building on the island still flying the White Ensign, however, even this will be lowered on October 31 together with the flag of COMFEF, Rear-Adml J. A. Troup, DSC*, and will be replaced by the flag of COMANZUKFOR, Rear-Adml Wells, CBE, RAN.

Our O I/C Lieut-Comdr J. T. Franks (SD)(C) will depart for HMS Raleigh, CTO Lt (SD)(C) J. Purvis, RN, is now bosun on HMS R reclaim and CCO Sub-Lieut (SD)(C) N. Phelps is to become an Australian, we wish them luck in their new appointments and life. Draft orders are now complete and out of the staff of 82 only four have got ships, a pretty fair percentage I think. Final word must go to CND who really had a hard time with our different repeat plans and dates, but if they'd got them correct to start with we wouldn't have had half the traffic we did have.

GOODBYE AND GOOD LUCK.

I DON'T DIG YOU

(Anon)

AM FINDING IT DIFFICULT TO DECIDE
WHETHER YOUR SIGNAL IS
INCOMPREHENSIBLE OR ABSURD. CAN

SEE NO NEED TO BE ON A STANDARD DISTRIBUTION LIST. IF SOMEONE SUCH AS YOURSELF WISHES TO CABLE MY OFFICE WHY CAN THEY NOT DO SO. BEING ON A STANDARD DISTRIBUTION LIST MUST SURELY ENCOURAGE THE PROLIFERATION OF PAPER OF WHICH WE ALREADY HAVE A PLETHORA. HAVE USED THE WORD PLETHORA DELIBERATELY BECAUSE IT NOT ONLY MEANS UNHEALTHY REPLETION BUT ALSO A MORBID CONDITION MARKED BY EXCESS OF RED BLOOD CORPUSCLES. I DO NOT DIG THIS CONDITION CAN YOU PLEASE EXPLAIN THE PURPOSE MORE SIMPLY. I SEE THIS SIGNAL IS DESIGNATED DIG RTT. WHAT DOES THAT MEAN?

BT

RUSH JOB CALENDAR

NEG	FRI	FRI	FRI	THU	WED	TUE
8	7	6	5	4	3	2
16	14	13	12	11	10	9
23	22	21	20	19	18	17
32	29	28	27	26	25	33
39	38	37	36	35	34	24

1. This is a special calendar which has been developed for handling rush jobs. All rush jobs are wanted yesterday. With this calendar a client can order his work on the 7th and have it delivered on the 3rd.
2. Everyone wants his job by Friday, so there are three Fridays in every week.
3. There are eight new days at the end of the month for those end-of-the-month jobs.
4. There is no 1st of the month—so there can't be late delivery of end-of-the-month jobs on the 1st.
5. A 'Blue Monday' or 'Monday morning hangover' can't happen, as all Mondays have been eliminated.
6. There are no bothersome non-productive Saturdays and Sundays—no compensatory leave or overtime to worry about.
7. With no 15th, 30th or 31st, no 'Time-off' is necessary for cashing salary cheques or paying bills—in fact, there's no salary cheque either.
8. There's a new day each week, called Negotiation Day.

HOME OWNERSHIP

Conditions in the mortgage market can fluctuate from month to month so that an easier loan situation can quickly change to a severe shortage. **Would-be** Home Owners who do not plan ahead could therefore find it almost impossible to obtain loans or even the promise of loans.

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

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

SCHOOL FEES

In spite of the adverse effect of recent Finance Acts **selected** life assurance schemes can still substantially reduce the cost of educating children. A unique scheme provides **IMMEDIATE** funds for school fees where children are attending school. We also devise specially tailored plans which can reduce by one half **FUTURE** costs of educating your children. Very early planning can reduce such costs to **NIL**.

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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
ASHMORE, SIR E., KCB, DSC	Admiral	C-in-C Fleet
BANHAM, A.	Lieut-Comdr	Mercury (URTS)—XC1
BARRETT, N. S. D.	Lieut-Comdr (SD)	Warrior (NATO)
BEATTIE, J. M.	Lieut-Comdr	Staff of DNS
BENSON, J. M.	Lieut-Comdr	Staff of DWES(N)
BINNS, N. J.	Lieut (SD)	Commcen Whitehall
BRADBERRY, R.	Lieut-Comdr (SD)	Staff of DNS
BROOKS, A. H.	Sub-Lieut (SD)	RAF Thatcham
BUNTING, R. H. W.	Lieut (SD)	OIC Commcen Fort Southwick
BURLING, W. J.	Lieut (SD)	File
CASE, J. R.	A/Sub-Lieut (SD)	(SD) (C) Course
CHERRY, D.	A/Sub-Lieut (SD)	(SD) (C) Course
COOMBER, R.	Lieut-Comdr (SD) (Retd)	Northwood—RNR
DANCE, J.	A/Sub-Lieut (SD)	(SD)(C) Course
DRAKE-WILKES, S.	Lieutenant	Investon in Command
DUKE, V. S. V.	Lieut-Comdr	Greenwich—Staff Course
EDWARDES, J. C.	A/Sub-Lieut (SD)	(SD)(C) Course
ELLIS, M. G. M. W.	Commander	Staff of DNOR
ELLISON, L.	Lieut (SD)	Staff of ACR
FAWCETT, N. F.	Commander	NATO Defence College Rome
FERGUSON, J. McN.	Lieutenant	Mercury
FLOWER, D. J.	Sub-Lieut (SD)	STC Devonport
FROST, D. T.	Lieutenant	Norfolk
GALLAGHER, J. B.	Commander	Staff of DNMSF
GAWLEY, J. M.	Lieut (SD)	Greenwich—Staff Course
GOACHER, M.	Lieut (SD)	Greenwich—Staff Course
GOOCH, L.	Sub-Lieut (SD)	Bacchante
GRIFFITHS, R. D.	Lieut RAN	Staff of FOST
HEATH, P. W.	A/Sub-Lieut (SD)	Tenby
HERBERT, St J. H.	Acting Captain	A/COS(C) CINCEASTLANT/CINCHAN
HILL-NORTON, N. J.	Lieut-Comdr	Lowestoft as 1st Lieut
HILDRETH, D. J.	A/Sub-Lieut (SD)	Mercury
HIRON, D. E.	Lieut RAN	Staff of FOSM
HOOPER, G. E. J.	Sub-Lieut (SD)	Albion
HUDSON, J. D.	Lieut (SD)	CDCN
HULLEY, A. R.	A/Sub-Lieut (SD)	(SD)(C) Course
HUNTER, C. W.	Lieut-Comdr	Staff of SM3
JARROLD, I. J.	Lieut (SD)	Transfer to General List
KEATE, H. R.	Captain	DNS
KETTLEWELL, N. I. C.	Commander	UK Mil Rep
KING, P. J.	A/Lieut-Comdr	OIC RN Unit Liverpool University
LANIGAN, A. J.	Sub-Lieut (SD)	Seahawk
LORAM, D. A., MVO	Captain	Antrim
LUCE, P. D.	Lieut-Comdr	Puma
MACDONALD, A. N. A.	Commodore	Staff of COMEDNOREAST
MCKAIG, J. R., CBE	Vice-Admiral	FO Plymouth/PA Devonport
MCDONALD, P. D.	Sub-Lieut	Mauritius
MCLEAN, T. B.	Lieut (SD)	Fleet Management Services
MILLER, J. B. D.	A/Captain	DDNS
MUGGERIDGE, M. A. D.	A/Sub-Lieut (SD)	(SD)(C) Course
Munro, P. O'D.	Lieut (SD)	Lochinvar
MURPHY, M.	Lieut (SD)	Mercury—MH1
PEARCE, J.	Comdr (SD)	COMNAVSOUTH Naples

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Name	Rank	Whither
PERRY, G. J.	A/Sub-Lieut (SD)	Lowestoft
PIDGEON, G. C.	Lieut (SD)	Malabar
POMPHREY, A. W.	A/Sub-Lieut (SD)	Undaunted
PRINCE, P. C.	Captain	Royal College of Defence Studies
PURVIS, J. W.	Lieut (SD)	Reclaim
RYALL, R. K.	Lieut-Cmdr RAN	Mercury
SALT, L. S.	A/Sub-Lieut (SD)	Abdiel
SERGEANT, T. J. W.	Lieut-Cmdr	Centurion
SHOTTON, J.	Lieut (SD)	Commcen Whitehall
SKINLEY, M. R.	A/Sub-Lieut (SD)	(SD)(C) Course
SKITT, N. T. J.	Lieut-Cmdr	Staff of ACR
SMITH, C. C.	Lieut (SD)	Bulwark
SUTERMEISTER, P. R.	Lieut-Cmdr	HMY Britannia
TULLIS, G. M.	Lieut-Cmdr	Dryad (Courses)
VILLIER, R. F.	A/Sub-Lieut (SD)	Plymouth
WAILES, P.	Lieut (SD)	Tiger
WILTON, A. W. R.	Sub-Lieut (SD)	Mercury
WINGETT, J.	A/Sub-Lieut (SD)	(SD)(C) Course
WITHERS, R. S.	Lieut (SD)	Nubian
WOLLAN, K.	Lieut-Cmdr (SD)	COMNAVSOUTH Naples
WOOD, A. R.	Commander	National Defence College
WORTHINGTON, P. R.	Lieut (SD)	Mercury
YEATES, D. A.	Sub-Lieut (SD)	Mercury
BOOTH, P. M.	Second Officer WRNS	AFNORTH
GEORGE, C. M.	Third Officer WRNS	Commcen Whitehall
CRAIG, S. E.	Second Officer, WRNS	Warrior
GRIFFIN, L. S.	Third Officer, WRNS	Staff of FOSNI
HERRING, L. M.	Third Officer, WRNS	Rooke

PROMOTIONS

To Rear-Admiral (7.7.72): Commodore Sir PETER ANSON, Bt.

To Lieutenant Commander (SD): F. D. RIVERS, J. N. ALLCOCK

To Lieutenant (SD): R. C. STYLES, M. S. BAKER, N. J. ADAMS, J. SHOTTON, J. D. HEDLEY

To Acting Sub-Lieutenant (SD): L. S. SALT, P. W. HEATH, R. F. VILLER, G. J. PERRY, A. W. POMPHREY

To First Officer, WRNS: M. M. JONES

To Second Officer, WRNS: D. C. WILLIAMS

HONOURS

Aide-de-Camp to Her Majesty the Queen: Commodore D. D. KNIGHT, DSC

Captain D. A. POYNTER, CVO, MBE

RETIREMENTS

COPP, R. L.	Lieut-Cmdr	NEWSTEAD, W. E.	Lieut-Cmdr (SD) RNR
HEDLEY, J. D.	Lieut (SD)	PHELPS, N. J.	Sub-Lieut (SD)
HOWELL, A. E.	Lieut-Cmdr (SD)	SAMPSON, F.	Sub-Lieut (SD)
JESSOP, J. M.	Captain	SAUNDERS-WATSON, L. M. M.	Commander

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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 Spring 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
ANDERSON, S. M.	RO2(W)	Ganges	BOJAS, T. G.	RO2(G)	Neptune	COLLINS, I. D.	LRO(G)	Scarborough
ANDERSON, D. L.	FCRS	Bulwark	BAKER, D. R.	RO2(G)	President	CLARK, P. H.	CCY	Mercury
ANDREWS, C. V.	RO2(G)	Tamar	BIDDLE, M. J.	JRO(G)	Euryalus	CARR, A.	JRO(T)	Lincoln
ALEXANDER, D. S.	RO2(W)	Aurora	BISSELL, I. J.	RO2(T)	Mercury	COOKE, C. E.	JRO(T)	Hermione
ANSELL, B. W.	CRS	Mercury	BROWN, G. D.	RO2(T)	Mercury	CROSS, R. L. J.	LRO(G)	Mercury
ANDERSON, S.	RO2(W)	Aurora	BROOKES, S. M.	JRO(G)	Intrepid	COVENEY, C. B.	RO2(W)	Palliser
ALEXANDER, W. R. W.	LRO(T)	Ark Royal	BROCKLEY, C. M.	RO2(G)	Drake	CASSERLY, B. S.	RO2(G)	Plymouth
AXFORD, D. N.	RO2(T)	Scarborough	BARNES, M.	LRO(G)	Mercury	CURRAN, J. M.	RS	Warrior
ALLEN, J.	RO1(T)	Salisbury	BLOWS, S. M.	RO2(G)	Mercury	CROFT, R. G.	RS	Zulu
AUDOIRE, F. K. T.	RO1(G)	Intrepid	BROWN, S. J.	JRO(G)	Devonshire	CRAIG, J. W. D.	RO2(G)	Gavinton
ADAM, B. J.	LRO(G)	Hecate	BIRT, P. A.	RO2(G)	Hecla	COX, R. C.	RO2(G)	Salisbury
ALLSFORD, R. L.	LRO(G)	Mercury	BAILEY, J. H.	CRS	Undaunted	CORNFORD, S. J.	RO2(G)	Naiaid
ASHPITEL, A.	LRO(G)	Neptune	BIRD, F.	RS	Dryad	COE, E. J. A.	RO1(G)	Bossington
ARNOLD, G. D.	RO2(W)	Mercury	BAKER, D. J.	LRO(T)	Mercury	CLARK, A. G.	RO2(T)	Whitby
ALEXANDER, R. M.	JRO(W)	Achilles	BRACK, R.	RO2(G)	Mercury	CARR, A. W.	LRO(W)	Jupiter
ANDERSON, C.	JRO(T)	Bulwark	BURTON, K.	RO2(G)	Mercury	CATON, A. P.	RO2(G)	Lincoln
ABLETT, H.	RO2(W)	Mercury	BROWN, G. A.	RO2(G)	Mercury	CAMERON, P. A.	RO2(G)	Mercury
ATHA, N. W.	RS	Mercury	BAMBRIDGE, Q. M.	LRO(W)	Devonshire	CLARKSON, A. D.	RO2(G)	Mercury
ANDREW, R. H.	RO1(G)	Mercury	BOND, J. H.	RO2(W)	Mercury	COOK, P. J.	RO3(T)	Mercury
ATKINSON, M. V.	RO1(G)	Mercury	BLACKBURN, D. A.	CRS(W)	Mercury	COBB, G. N.	RO1(G)	Mercury
AXTON, H. I.	LRO(T)	Mercury	BOBBY, B. G.	RO2(G)	Mercury	CASTLE, D.	RO2(W)	Mercury
ATTOT, T.	RO2(T)	Mercury	BESWICK, L. K.	JRO(T)	Scylla	COX, G. J.	JRO(G)	Dido
ARNOLD, P. G.	LRO(T)	Mercury	RIBBY, A.	JRO(T)	Scarborough	CHRISTIE, J. A. F.	RO2(G)	Mohawk
ARROW, M. R.	RO1(T)	Mercury	BOLTON, B.	RO2(G)	Sultan	CLIFTON, A. W.	RO1(T)	Mercury
ATKINSON, E.	JRO(G)	Intrepid	BARRETT, A. J.	RO2(G)	Reclaim	CHETTLE, D.	LRO(G)	Mercury
			BURTON, K.	RO2(G)	Iberlant	CARLESS, R. G.	RO2(G)	Naiaid
			BRACK, R.	RO2(G)	Iberlant	COLLINS, J. P.	RO2(G)	Mercury
			BENNETT, W.	JRO(G)	Glamorgan	CHAMPNEY, P. J.	RS	Mercury
			BUTTEN, L. C.	RO2(T)	C-in-C	CLARK, C. H.	CY	Mercury
					NavHome	CLIFFORD, M. J.	LRO(G)	Osprey
BYSOUTH, J. H.	RO2(G)	Mercury	BRITTON, G. M.	RO2(G)	Mercury	COOKE, C. E.	JRO(T)	Argonaut
BURROWS, P. A.	RO1(G)	Resolution	BEECH, C.	RO2(G)	Mercury	CONANT, A. P.	JRO(W)	Hermione
BEER, P. R.	RS(W)	Lincoln	BRIND, I. V.	RO2(W)	President	CLARK, R. K.	RO2(T)	Mercury
BREWARD, T. D.	CCY	Cochrane	BRADY, H. J.	RO2(G)	Intrepid	COBB, G. N.	RO1(G)	Focas
BARRETT, P.	LRO(T)	Mercury	BERKELEY, M. P.	RO2(G)	Mercury	CATRNS, D.	RO2(G)	Charybdis
BROWN, E.	RO2(T)	Danae	BARSCH, M. P.	RO2(W)	Mercury	CRAWLEY, J.	JRO(G)	Phoebe
BURHOUSE, G. B.	LRO(G)	Llandaff	BLAULT, R. C.	RO2(G)	Mercury	CAULFIELD, K. J.	RO3(W)	Fife
BERRY, B. D.	RO2(T)	Puma	BROWN, G. D.	RO2(T)	Dartmouth	CASSEY, J. J.	RO3(W)	Fife
BAGG, B. C. D.	LRO(T)	London			RNC			
BENNETT, J. R.	RS(W)	Mercury	BURGESS, P. R.	RO2(G)	Mercury			
BARRY, P. J.	LRO(W)	Bacchante	BRAY, D.	JRO(W)	Danae	DOWNES, R.	RO2(G)	St Angelo
BALDOCK, J.	CCY	Rooke	BIGGS, E. A.	JRO(G)	London	DUNSTAN, K.	RO1(G)	Lincoln
BISH, B. D.	RO1(G)	Fife	BREWARD, C. R.	RO2(G)	Mercury	DAVIES, B. A.	RO2(G)	Dolphin
BUSNELL, T. J.	RO2(G)	Brighton	BEAUMONT, A. P.	RO2(G)	Warrior	DOLBY, R. K.	LRO(G)	Reclaim
BRAWN, R. J.	RO2(W)	Dundas	BURT, A. J.	CCY	Mercury	DRAVON, G. F.	RO2(T)	Brighton
BROWN, R. G.	LRO(G)	Tamar	BEE, D. R.	CY	Devonshire	DAVIS, S. P.	CCY	Intrepid
BROUNGER, J. P.	RO2(T)	Charybdis				DE JONGH, A. C.	RO1(G)	Glamorgan
BICKLES, A. B.	RO2(W)	Mercury				DAVIES, G.	RO1(T)	Shoulton
BRESFORD, R. L.	RO2(T)	Tartar				DONOGHUE, R.	RO1(W)	Ark Royal
BETHELL, T.	RO2(G)	London				DUFFY, B.	RO1(G)	Mercury
BISSELL, S.	LRO(T)	London	COWLEY, J. A.	RO2(T)	Warrior	DAVIES, B. A.	RO2(G)	Renown
BOYALL, R. J.	RO2(G)	Torquay	CUNLIFFE, B. J.	LRO(W)	Mercury	DELVE, P. E.	RO1(G)	Neptune
BAKER, W. J.	RS	Salisbury	CUTHBERTSON, W.	RO2(T)	Charybdis	DUNFORD, J. A.	LRO(G)	Mercury
BALFOUR, H. H.	RO2(T)	Hermione	CROKALL, D. A.	RO2(W)	Euryalus	DONALD, W. R.	JRO(G)	Fife
BOLTON, B.	RO2(G)	Mercury	CROUCHER, P. J.	LRO(T)	Charybdis	DUANE, M.	LRO(G)	Mercury
BILEY, J.	RS	Onslaught	COMER, S. W.	RO2(G)	Fearless	DRUMMOND, R. M.	RO2(G)	Yarnton
BROWN, A. W.	LRO(W)	Mercury	CORRAN, D.	RO2(G)	Mercury	DREWETT, C. E.	RO1(G)	Yarnton
BEAUMONT, A. P.	RO2(G)	Mercury	CHEYNE, G.	LRO(T)	Abdiel	DANIEL, A. D. R.	JRO(W)	Jupiter
BOLTON, P.	RO2(W)	Mercury	CLARK, A. F.	RS	Focas	DRUMMOND, J.	RO2(G)	Mercury
BROOK, R.	RS(W)	Anzuk	CONNOR, R. J.	RO2(G)	Ark Royal	DAVIES, R.	RO2(W)	Dolphin
BREEN, J. M.	RS	St Angelo	COOK, G. S.	RO2(G)	Mohawk	DUKES, S. C.	JRO(G)	Naiaid
BURSON, C.	RO1(T)	Jupiter	CLIFFORD, P. J.	RO2(W)	London	DUDDY, M. T.	JRO(G)	Dido
BISHOP, W. J.	RO2(G)	Ark Royal	CLEMENTS, D. R.	RO2(G)	Intrepid	DAVEY, W. T.	RO2(G)	Mercury
BARLOW, P. L.	RO2(W)	Dolphin	CHALLINOR, M. J.	CRS	Mercury	DIDCOTE, R. W.	CY	Mercury
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BROWN, J. T.	RO2(G)	Intrepid	CHESHIRE, M.	LRO(G)	Mercury			
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FUTYMED, G. E.	RO2(T)	Hermione	HENDRY, G. U.	CRS	Mercury	LEGG, J.	RO2(G)	Mercury
FOLEY, R. G.	CRS	Mercury	HALL, J.	LRO(W)	Hermione	LOUCAS, B. A.	CRS	AFNORTH
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GARDNER, K.	RO2(W)	Mercury	JACQUES, R.	LRO(W)	Hermione			
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MORGAN, T. G.	CY	Intrepid	POWELL, J. A.	JRO(T)	Lincoln	SMITH, M. R.	RO2(G)	Mercury
MANN, J. A.	RO2(W)	Keppel	PERKISS, W. J.	LRO(T)	Mercury	SANDERS, P. S.	RO2(G)	Mercury
MUIR, R.	RO2(W)	Arethusa	PRICE, R.	RO2(G)	Mercury	STRANGE, R. W.	LRO(G)	Mercury
MORTON, D. S.	CCY	Arethusa	PARSONS, G. E.	LRO(G)	Palliser	SULLIVAN, I. A.	LRO(G)	Mercury
MCCORMICK, J. B.	RO2(T)	Mercury	PITCHARD, V. W.	RO2(G)	Malabar	SCULLY, T. A.	LRO(W)	Mercury
MOORE, W. J.	RO2(G)	Mercury	PORTER, D.	RO2(G)	Londonberry	STOBBS, A.	RO2(G)	Cochrane
MARSHALL, R. A.	RO1(G)	Neptune	PARKER, K. J.	LRO(W)	Mercury	STENNING, M. W.	CY	Mercury
MODDOX, P. J.	RO3(W)	Mercury	PRESTON, M. J.	JRO(G)	Juno	SMITH, R. J. W.	RO2(G)	Berryhead
MUSKER, A. J.	JRO(G)	Plymouth	PERKINS, D. H.	RO2(G)	Release	SACKFIELD, J. G.	CY	Mercury
MILNE, H.	RO2(W)	Dryad	PARSONS, L.	RO2(W)	Mercury	SCOTT, J.	RO2(W)	Mercury
MORRISSEY, M. J.	LRO(G)	Osprey	PETRIE, C. W. C.	RO2(G)	Mercury	SHORT, W. J.	RO2(T)	Dundas
MCBRIDE, C. J.	JRO(T)	Blake	PHILPES, C.	LRO(G)	Mercury	SMITH, I. L.	RO2(T)	Ashanti
MORGAN, K. L.	JRO(T)	Zulu	PIKE, M. B.	RO2(G)	Mercury	STEELE, J. R.	LRO(G)	Mercury
MCKINLEY, E. W.	JRO(G)	Blake	PAYNE, M. K.	RO2(T)	Mercury	STEER, J. V.	RO2(G)	Monkton
MCCOY, B. W.	RS	Mercury	POTTS, S. A.	RO2(W)	Mercury	SPENCER, T. A.	RS(W)	Eagle
MORLAND, R. M.	RO2(G)	Grenville	PURDY, M. J.	RO2(G)	Mercury	SHEERE, P. J.	RO2(G)	Whitby
MCGULKIAN, F.	RO2(G)	Mercury	PURIE, L. A.	RO1(T)	Osprey	SHAW, B.	CRS	Mercury
MELDRUM, A. C.	CRS	Mercury	PENHALE, W.	RS	Mercury	SMITH, T. G.	RO2(G)	Hecate
MACKIN, J. D.	RO2(W)	Mercury	PEARSON, G.	RO2(G)	Seahawk	STALLBRASS, P. E.	JRO(G)	Argonaut
MCLAUGHLIN, D. N.	RO3(G)	Juno	PERBURY, D. R.	RO2(G)	Mercury	STEWART, M.	RO2(G)	Mercury
MOAN, A.	RO2(G)	Mercury	POUNDS, R.	RO2(G)	Victory	SHAW, C. M.	JRO(G)	Undaunted
MURPHY, D. E. D.	RO2(G)	Mercury	POOLEY, R. J. D.	RO2(W)	Mercury	SUTTON, K. G.	RO2(G)	Hermes
MASON, C. J.	RS(W)	Mercury	POULSON, N.	LRO(G)	Mercury	SEERS, P. W.	RS	Mercury
MCCRODY, G. W.	RO2(G)	Mercury	PETERS, P. D.	JRO(G)	Juno	SMITH, D. S.	RO2(G)	Mercury
MORRIS-WITHERS	RO2(G)	Mercury	PIESSE, C. R.	RO2(G)	Mercury	SHEERE, T.	LRO(G)	Mercury
MELIA, J. A.	LRO(G)	Victory	PICKLES, D. A.	LRO(T)	Mercury	SMITH, P. D.	RO2(T)	Naïad
MACDIARMID, A. N.	RO2(T)	Neptune				SHERIDAN, G. F.	JRO(T)	Triumph
MCKEON, R.	RO1(G)	Dolphin	QUAYLE, D.	RO2(T)	Fife	SNEDDEN, A. J. S.	LRO(T)	Mercury
MILLS, D. E.	RO1(G)	Dolphin	QUICK, A.	RO3(G)	Devonshire	STEWART, A. H.	JRO(G)	Dido
MCCARTNEY	RO2(G)	Mercury				SHUTTLEWORTH, T. J.	LRO(W)	Mercury
MORGAN, D. N.	RO2(G)	Mercury	RAWSON, L.	RO2(G)	Repulse	SWINNERTON, G. P.	RO1(G)	Mercury
MAGGILLIVRAY, D.	LRO(T)	Cochrane	RAWLINSON, R. H.	RO2(T)	Kent	SMITH, M. C.	RO2(T)	Mercury
MANN, D.	RO2(T)	Mercury	REID, D. H.	RO2(T)	Fife	STIRTON-SMITH, I.	RO2(G)	Mercury
MASON, B. H.	LRO(T)	Victory	RANDALL, J. S.	RO2(W)	Fife	SANDFORD, V.	RO2(G)	Mercury
MURRAY, N. P.	RO2(T)	Mercury	RUMMERY, J. R.	LRO(T)	Brighton	SKEEN, B. H.	RO2(G)	Mercury
			RUSSELL, S. O.	LRO(G)	Neptune	SHORT, J. F.	RO2(T)	Mercury
NOTT, M. J.	RO2(G)	Mercury	ROGERS, A. K.	RO2(G)	Neptune	SMULLEN, D. J.	CRS	Mercury
NORRIS, D. W.	RO1(G)	Brighton	ROBERTSON, P. G.	RO2(G)	Kellington	SAINSBURY, H. M.	RO2(W)	President
NEWBY, C. H.	RO2(T)	Mercury	ROBSON, R. G.	RO2(T)	Rhyl	SMITH, F. E.	RO1(G)	Mercury
NELSON	LRO(G)	Mercury	RILEY, G.	RO2(G)	Mercury	SHORROCKS, G.	LRO(T)	Mercury
NAPIER, I. C.	RO2(T)	Mercury	ROBERTS, C. J.	RO2(G)	Nurton	SMITH, J. E.	LRO(G)	Mercury
NORMAN, N. A.	JRO(W)	Aurora	RAYNER, S. J.	RS	Intrepid	SAYNOR, V. P.	RO3(T)	Abdiel
NOAKES, T. A.	JRO(T)	Puma	RABAUD, J. M. R.	RO1(G)	Dido	SNERNE, R. G.	RS	Ark Royal
NEWAY, C. H.	RO2(T)	President	ROSE, T. J.	LRO(W)	Tyne	SANDERS, A. J.	RO2(G)	Rhyl
NIEBEL, D.	RO2(G)	Mercury	ROLPH, C. M.	RO2(G)	Mercury	STANWICK, D. J.	LRO(T)	Mercury
NAYLOR, P. A.	LRO(T)	Phoenix	RICHARDS, G. K.	RO2(G)	Danae	STANDERS, A.	RS(W)	Mercury
			RICHARDSON, K.	LRO(W)	Mercury	SMEE, A.	LRO(G)	Mercury
O'BRIEN, P. J.	RO2(G)	Neptune	ROULSTON, W. J.	LRO(T)	Whitby	SHUTTLEWOOD, P.	CRS	Mercury
OTTORY, A. P.	LRO(W)	Jupiter	ROTHERHAM, T. E.	RO2(W)	Mercury	SIMMONETTE, T.	JRO(G)	Ulster
O'CLEE, P. D.	CRS(W)	Fo2FEF	ROGERS, R. C.	JRO(G)	Glamorgan	SUMMERS, G. F.	LRO(T)	Mercury
O'HANNIGAN, D.	RO1(G)	Victory	ROBB, P.	LRO(G)	Mercury	STEVENS, R.	RO2(G)	Mercury
OLDHAM, P. J.	LRO(T)	Bulwark	REEVES, R. T.	LRO(T)	Mercury	SEAFORD, W. R.	RO2(T)	Mercury
OVERTON, B.	LRO(G)	Mercury	RAYNER, G.	LRO(W)	Mercury	STACEY, J. E. S.	RO3(G)	Ulster
O'TOOLE, D. F.	RO2(W)	President	REILLY, G. P.	RO2(G)	Mercury	SANDERSON, E.	RS	Mercury
O'KELLY, J. B.	RO2(T)	Mercury	RICHARDSON, B. J.	RO2(W)	Drake	STRANGE, R. W.	LRO(G)	Mercury
OWEN, C.	RO2(G)	Mercury	ROGERS, N. R.	RS	St George			
OWEN, M.	RO2(G)	Mercury	ROWNEY, R. F.	RS(W)	Mercury			
OSBORNE, T. G.	RO2(G)	Mercury	RUSHTON, W. A.	RO2(G)	Mercury	TALBOT, R.	CCY	Mercury
QAKDEN, K. R.	JRO(T)	Albion	ROBB	RO2(G)	Mercury	TUFFS, A. B.	CRS(W)	Mercury
QOROUGH, B.	CRS	Vernon	ROBERTS, F. W.	RO2(G)	Mercury	THURLOW, M.	RO1(G)	RNU
			RYAN, R. M.	RO2(W)	Mercury			Tangmere
			REEVE, S. D.	RO2(G)	Mercury			
PATERSON, R. S.	RO1(G)	Hydra	ROBINS, A. C.	RO2(G)	Mercury	TIERNEY, T.	RO1(G)	Mauritius
PETERS, G. R.	RO2(W)	Warspite	REES, S. L.	JRO(G)	Jupiter	TOWELL, G. E.	LRO(G)	Mercury
PICKER, M. E.	CRS(W)	Fife	RICHARDSON, R. H.	CY	Mercury	THOROGOOD, S. G.	RO1(T)	Antrim
PINK, N. J.	RO2(W)	Lincoln	ROTHERHAM, T. E.	RO2(W)	Mercury	TOMES, P.	RO3(G)	Cleopatra
PILLMER, K. F.	RO2(W)	Lincoln	ROWSON, J. L.	LRO(G)	Drake	TURNBULL, A.	LRO(G)	Mercury
PICKER, A. G.	RO1(G)	Lincoln	RUNHAM, S. M.	JRO(W)	Argonaut	TURNLEY, T. J.	JRO(T)	Ulster
PITTS, K.	RO2(W)	Neptune	RACE, N. K.	JRO(W)	Hermione	TUBB, T. F.	RS	Naïad
						TRENNEL, G.	RO1(T)	Keppel

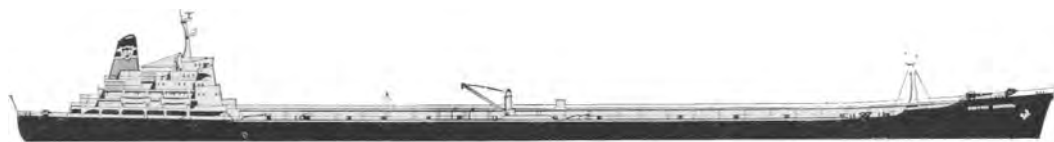
Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
TATTERSALL, T.	RO1(T)	Keppel	WILLIAMS, I. V.	RO2(T)	Mercury	WITCHER, T.	I.RO(T)	Mercury
TUTTON, J. L.	RO1(G)	Charybdis	WEBB, P. J.	RO2(G)	Mercury	WILLIAMS, P. J.	RO2(G)	Mercury
TRIGGS, H. G.	RO1(G)	Whitby	WRIGHT, V. A.	RO2(W)	Courageous	WILLIAMS, R. J.	RO2(G)	Neptune
THOMPSON, C. A.	RO3(G)	Keppel	WOOD, K. G.	RO2(W)	Charybdis	WILLIAMS, K. T.	RO2(T)	Mercury
TOLAND, M. B.	RS	Hecate	WARE, M. J.	RO2(W)	Lincoln	WALLACE, I.	RO3(G)	Ark Royal
TOLHURST, M.	RO1(T)	Whitby	WOOD, G.	LRO(T)	Victory	WALKER, R. E.	RO2(W)	Osprey
TAYLOR, P. D.	LRO(G)	President	WHITE, M. J.	LRO(G)	Jupiter	WHITE, D.	RO2(T)	Mercury
THOM, J. M.	JRO(W)	Lincoln	WATKINS, C. J.	RO2(T)	Tamar	WILLIAMS, D. H.	RO3(T)	Whitby
THOMPSON, P. G.	LRO(T)	Mercury	WHYMAT-MORRIS, P. A.	RO2(G)	President	WATLING, A. R.	JRO(T)	Fife
TAYLOR, P. W.	RO2(W)	Mercury	WALSH, I.	LRO(W)	Cochrane	WOODHEAD, F. W.	RO3(W)	Blake
THOMPSON, D. T.	JRO(T)	Bulwark	WILSON, B. M.	LRO(G)	Belton	WALKER, L.	RS	Mercury
TAIT, R.	RO1(G)	Dolphin	WORRALL, S. R.	RO2(G)	Mauritius	WEBB, P. J.	RO2(G)	Victory
TIMMINS, R. M.	RO2(T)	Mercury	WALKER, C. A.	RO1(G)	Phoebe	WEBB, A. R.	CY	St George
TURNER, P. A.	RO1(T)	Mercury	WALSH, M. A.	RO2(G)	Mercury	WALKINSHAW, J. L.	LRO(T)	Cochrane
TURNER, P. G.	RO2(G)	Intrepid	WRIGHT, D. E.	CCY	Drake	WEBSTER, J. K.	LRO(G)	Warrior
TILLEY, G. S.	RO2(G)	Mercury	WOODWARD, P.	RO1(T)	Mercury	WILKINS, S. S. W.	RO2(G)	Mercury
TATE, M. S.	JRO(G)	Exmouth	WORDSDALE, J. E. W.	RO2(W)	Mercury	WARE, J.	RO2(T)	Dartmouth
TAYLOR, A. V.	RO2(G)	Victory	WILLIAMS, P. M.	RO2(G)	Mercury	WITTHYMAN, M. C.	RO2(W)	Mercury
TOWNSEND, S.	RO3(G)	Glamorgan	WILKINSON, P.	LRO(G)	Mercury	WILLSON, M. C.	RO2(W)	Mercury
TAYLOR, W. J. L.	LRO(T)	Mercury	WARD, J.	RO2(T)	Mercury	WHYTE, A. L. C.	JRO(T)	Blake
THOMPSON, G. C.	JRO(G)	Charybdis	WELLS, N. H.	LRO(G)	Swiftsure	WATERHOUSE, B.	I.RO(G)	Berryhead
TIDBURY, N.	RO3(T)	Andromeda	WELLS, W. F.	RS	Release	WILKINSON, B. F.	RO1(T)	Dolphin
TAVENER, C. L.	RO1(G)	Mercury	WARD, J. A.	RO1(T)	Scarborough	WALKER, R. A.	RO3(T)	Lincoln
UTLEY, J. S.	RO2(W)	Mercury	WALKER, P. N.	RO2(G)	Rothsay	WRIGHT, R. I.	RO2(G)	Mercury
UNDERWOOD, R. A.	CCY	Mercury	WHIBLEY, S. E.	RO2(G)	Sirius			
VROON, C.	RO2(G)	Norfolk	WALKER, R. E.	RO2(W)	Drake	YOUNG, S. P.	JRO(G)	Fife
VIDLER, D. A.	RO2(T)	Aurora	WHITE, T. J.	RO2(T)	Dolphin	YOUNG, M. F.	CCY	Mercury
VAUGHAN, K. B.	LRO(G)	Warrior	WYCHERLEY	RO2(G)	Mercury	YATES, E.	RO3(W)	Euryalus
VARTY, C.	RO1(G)	Keppel	WILLSON, P. E.	RS	Mercury	YOUNG, A. P.	RS	Mercury
VARDY, S.	JRO(T)	Fife	WORSFOLD, J.	RO1(G)	Ashanti			
			WILCOX, P.	RO2(G)	Hermione			
			WILLIAMS, P. M.	RO2(G)	Aurora	ZAWADA, A. M.	RO1(G)	Dolphin

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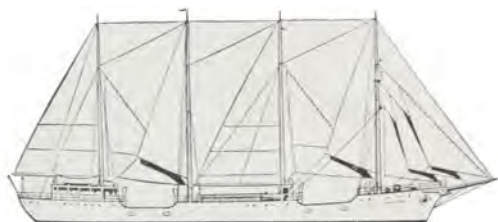


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