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THE COMMUNICATOR



VOL 21 - No 1

SPRING 1972

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THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SPRING 1972

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CONTENTS

	page		page
EDITORIAL	3	COMMISSIONING FORECASTS	30
CAPTAIN H. R. KEATE, RN	4	STANAVFORLANT	31
EDUCATION IN THE RN	5	GOING THE ROUNDS IN MERCURY	33
RADIO SETS FOR MUSEUM	5	LETTERS TO THE EDITOR	38
TRIALS FOR NEW UNIFORMS FOR		THE GULF	39
NAVAL RATINGS	7	BREAK A SIGNAL	41
I WAS THERE — THE DIEPPE RAID	9	ROYAL NAVAL WIRELESS TELEGRAPHISTS	
WINE MAKING	9	ASSOCIATION	42
DOG TALK	10	SAILING FOR PLEASURE	43
NAVCOMCOMP 72	13	LONGROOM PORT CONTROL STATION	44
THE COMMUNICATOR'S VITAL STATISTICS	14	COMMUNICATIONS GAZETTE	45
CROSSWORD	15	DRAFTING	46
SHIP-SHORE NEWS	16		

Editor:	Lieutenant-Commander J. H. ELLIS
Treasurer:	Sub-Lieutenant A. E. KNIGHT
Assistant Editor:	Lieutenant M. MURPHY
Secretary:	LRO K. J. LEWIS
Business, Production & Advertisement Manager:	MR EDGAR SERCOMBE, 44, Abbots Ride, Farnham, Surrey

EDITORIAL

Two Golds

We do not normally publish group photographs for a number of reasons, but when we do there is a special purpose. In this issue there are two group photographs, one of the Communicators of HMS *Eagle*, hereinafter called the 'Golden Eagle', and the other of the Communicators of HMS *Danae*, affectionately called by them, and by their predecessors, 'The Golden Shower'.

The Golden Eagle

Two articles in this issue are the last which will appear in our magazine concerning this great ship. The articles include a group photograph of the Communicators of the ship — the men who have just won a COMSTAR — the first to be won by one of HM ships. WELL DONE THE COMMUNICATORS OF THE EAGLE. This magazine records for posterity the names and photograph of those Communicators who can be justly proud of their achievement.

The Golden Shower

DANAE . . . the mother of Perseus by Zeus, visited by the god in a *shower of gold* . . . The nickname 'The Golden Shower' has stuck to HMS *Danae* for a considerable number of years, but

neither the real name nor the nickname nor any special achievement by the Communicators of that ship concern the subject I have in mind, which is — HMS *Victory* at the Battle of Trafalgar!

A photograph of the Communicators of HMS *Danae* appears with their article on page xxx. Look closely at the faces and then guess the average age of the group. Got it! Now carry your mind back to the Battle of Trafalgar and the *Victory*. She carried a ship's company of about 700 men: some were volunteers, others were pressed-men, quota men and a small number of foreigners. Imagine them — the salty tars, Hearts of Oak, sea-dogs with weather-beaten and dark mahogany skins. Well-muscled veterans who were fully confident of victory even before the battle. Just over 700 of them. Now guess the average age of the ship's company of HMS *Victory* at the time of the Battle of Trafalgar. Now compare the average age of the Communicators of the *Danae* with that of the ship's company of the *Victory*. To ascertain the difference turn to page 32.

The Price of Education

The article 'Education in the RN' appearing on page 5 gives details of the educational facilities



**CAPTAIN H. R. KEATE, RN
DIRECTOR OF NAVAL SIGNALS**

- | | | | |
|------|---|------|--|
| 1950 | Qualified in Signals. | 1961 | SCO to CINC Portsmouth and CINCHAN |
| 1951 | Flag Lieutenant and SCA to FO2 i/c FES. | 1963 | Joint Services Staff Course. |
| 1953 | HMS <i>Gay Fencer</i> in Command. | 1964 | Executive Officer, HMS <i>Devonshire</i> . |
| 1954 | Flag Lieutenant and SCA to FO2 i/c Med. | 1966 | Executive Officer, HMS <i>Mercury</i> . |
| 1956 | SCO to Captain (D) 1, HMS <i>Chieftain</i> . | | Promoted Captain. |
| 1957 | SCO, HMS <i>Ganges</i> . | 1967 | Naval Attache Paris. |
| 1959 | Promoted Commander HMS <i>Striker</i> in Command. | 1969 | HMS <i>Ajax</i> in Command and Captain (D)4. |
| 1960 | HMS <i>Dieppe</i> in Command. | 1971 | Royal College of Defence Studies. |

available within the Royal Navy and point out that only about one sailor in 15 is attempting to obtain further education. This seems rather a pity because some of the courses are real value for money — for every £1 a Communicator spends Their Lordships chip in with £3.

What the article does not point out is that the educational facilities in the Royal Navy are sustained by the officers of the Instructor Branch, a branch whose standing has never been higher.

Lieut-Comdr A. Howell

An advertisement appears on page 12 about 'Defence Communications (Consultants)'. Its director is Lieut-Comdr Howell who retired recently and who is well known to most Communicators. It is pleasant to record that he has chosen THE COMMUNICATOR to publicise his business — we wish him every success in his venture.

EDUCATION IN THE RN

by Inst Lieut J. C. Griffin, BSc, RN

Educational facilities are available within the Service for two reasons: firstly, for certain advancements and promotions it is necessary to qualify by means of the Service examinations; secondly, because of the importance attached in obtaining recognised qualifications in order to obtain employment on resettling into civilian life.

For ratings' advancement the Naval Mathematics and English Test (NAMET), which superseded the ETLR, is used, although qualifications gained before entry may be deemed equivalent.

For promotion to Fleet Chief and Officer, passes in General Certificate of Education are required. Specific requirements for such advancements and promotions are too numerous to mention. QRRN, Appendix 2, gives the details. For those whose need for such qualifications is vital there is run in Victory Barracks full-time courses leading to NAMET and GCE(RN) examinations.

What of educational courses available for preparation for resettlement or purely for one's own interest? The spectrum is enormous; from GCE to degree in many subjects for the academically minded; or for those with a more practical interest are offered such courses as radio and television servicing, and motor mechanics. Preparation for examinations for various professional bodies is also available.

The main method of study is by correspondence courses, since these have the flexibility that one can learn at one's own pace and also the course can be taken anywhere in the world. However, they do have the disadvantage that queries on the subject matter take some time to be answered. For those who prefer a more direct teaching situation, financial assistance can be obtained for the cost of evening classes on almost any subject provided approval be given prior to enrolling on such a course.

In *Mercury* dogwatch classes are run in Maths,

English, History and Geography leading to the GCE(RN) examinations. These are open to all personnel prepared to put in some hard work.

There are also available tape and record courses covering many of the different languages. These have become very popular, but owing to their cost are limited in number.

In view of the necessity of obtaining such qualifications I expected to be inundated with inquiries when, in May last year, I took over the running of education in *Mercury*. Instead in these past 10 months Leading Wren (Education) Jackson and I have received about 300 inquiries which have resulted in the setting up of around 40 courses. Taking into account those who were already utilising the facilities, this implies that approximately one person in 15 is attempting to obtain further qualifications whilst in *Mercury*.

Be prepared!

RADIO SETS FOR MUSEUM

(by kind permission of the 'Daily Telegraph')

The world's finest collection of telegraph, telephone, radio, radar and television equipment, in Gallery 66 of the Science Museum, was opened last week by Mr Chataway, Minister for Posts and Telecommunications.

In opening the new gallery, he said: 'The Science Museum makes a wonderful contribution to our nation, particularly in this exciting and interesting story of enormous progress during the last 100 years in telecommunications. These have influenced all our lives enormously and I congratulate all, particularly the designers, who made this new gallery possible.'

Before writing my own book on the history of telecommunications I visited the museums of the world and found nowhere anything like the superb collection of the Science Museum on the history of telecommunications.

Here are some of the highlights of the new gallery which will claim much of the attention of the Science Museum's two million annual visitors, the largest numbers of any European museum:

Three ships' radio cabins, of 1910, 1940 and 1970, all with their original equipment.

Radio sets of the First and Second World wars.

The first telegraphs and telephones, as well as the most modern telephone techniques where one line is shared by 24 callers using time division multiplexing.

Communication satellites models and Arthur Clarke's historical contribution of 1945 forecasting their present-day usage.

The history of radar and Sir Robert Watson Watt's first equipment.

Finally the Science Museum's own amateur radio station, having the well known call sign, GB2SM, has been activated again and exchanged the first calls on Tuesday with the Philips Museum in Holland, the only other science museum which has its own radio station.

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Increases in quartering charges have made it financially beneficial for the majority of Service personnel to buy their own house, instead of paying rent for many years. Therefore, not matter where you are serving, no matter when you intend to purchase a house, *ask our advice now* in order that your purchase of a house may be arranged on the most economic basis possible and in keeping with your personnel circumstances and needs.

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Selected schemes linked with life assurance can 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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TRIALS FOR NEW UNIFORMS FOR NAVAL RATINGS

The Admiralty Board have decided that three designs are to undergo twelve months trials afloat and ashore to assess comfort, serviceability and reactions to their appearance before a final Navy Department decision is made next year on a new uniform for junior ratings of the Royal Navy.

By far the most popular uniform consisted of a double breasted jacket with gilt buttons and vertically creased trousers with flared bottoms.

It can be worn in two ways, either with a white front, square blue collar and round cap or with a white shirt and collar, black tie and peaked cap, and both designs will be on trial.

The third new design — second choice of ratings, but first of officers and WRNS — is a modernised version of the 'square rig' now being worn. Incorporated is a collar attached to the jumper, integral silk, 'press together' cuff fastenings and self supporting trousers with modern flaring.

In a survey conducted two years ago, most ratings considered that the present uniform, which



THE CHOICE IS YOURS !

or would you prefer one of the styles overleaf?

had been criticised as outdated, could be improved. Marginally more than half wanted a complete change in design. The remainder who favoured the retention of the traditional style, considered modifications should be made.

In the event some twelve uniform designs were made and seven were selected for further evaluation and 'paraded' last year to find out the views of representatives of the Fleet. The Admiralty Board had been determined that in this most important matter the best advice available in the country should be sought and a wide range of choice and opinion obtained.

It has also been regarded as important that the choice should not only look forward to the environment and habits of the 70's and 80's but that it should take full account of the views of those who have to wear them.

About 200 of each of the three uniforms are

to be tried out. The trials will be arranged by naval commands and by a working group set up under the direction of the Navy Department uniform and clothing committee.

Historical Footnote

It was not until 1857 that a uniform was officially authorised for the Royal Navy. Before then white trousers, blue jackets and tarpaulin 'Jack Tar' hats were the 'customary dress', but much was left to the discretion of ships' captains.

The historically famous 'Blue Jackets' were approved in 1857 — the uniform pattern of that time is the basis of that worn today — but were withdrawn in 1891. Tarpaulin hats disappeared at about the same time.

Straw sennet hats were abolished in 1921. The pith helmets that replaced them in tropical climates were withdrawn about 1942.



THE QUESTION — Shall we do a corpen 9 or turn 9?

Reproduced from *The Navy and Army Illustrated* 1897

I WAS THERE — THE DIEPPE RAID

by Anon

On the night of August 18, 1942, I found myself in a 30 foot boat along with some 20 others crossing the Channel. I don't know about the others, but I and my fellow sparker were blissfully ignorant of the purpose of what was to turn out to be a day trip to Dieppe.

How did I come to be mixed up in all this? Until early 1942 the Admiralty policy had been to train Communicators in 'Beach Signals' as they became available between drafts, the idea being that when invasion forces were required there would be a nucleus of trained ratings available. In June 1942 Their Lordships decided that there must be permanent forces available, and I was drafted to become one of the first of those forces. Having just passed for Yeoman at the ripe old age of 20 I was not at all thrilled at digging holes in sand armed with an aldis lamp and a pair of semaphore flags. Those, together with the inevitable pistol, were our weapons: the sparker had a 66 set, an MF portable transceiver weighing about 22lbs whose principal attribute was that it could receive the BBC.

Within eight weeks of learning to make like a soldier, I, along with a dozen other Communicators was suddenly and secretly shipped off from our base in Scotland to Southampton, and from there to HMS *Tormentor* at Warsash. A few days later we proceeded in landing craft to Newhaven, carrying out an assault on the Isle of Wight on passage. As the Commandos stormed the cliffs at Niton we were still blissfully ignorant as to what it was all about.

After a week at Newhaven, remembered primarily for its runs ashore to Brighton, I together with a sparker boarded our somewhat flimsy craft on a fine summer evening and set off for France.

Our passage across channel was uneventful until nearing the French coast we had the misfortune to run into a well escorted German convoy. To put it mildly all hell was let loose, there was not much we could do about it but lie low and hope for the best. As a result of this encounter only five out of the original 23 landing craft reached the beach.

The Commandos leapt ashore and were soon off up the cliffs, the sparker and I followed somewhat more cautiously and took up position at the foot of the cliffs. The landing craft withdrew and there we were all alone, a Sub-Lieut RNR (OIC Beach), the sparker and me. It was awfully quiet, the sparker couldn't raise anybody on his portable, not even the BBC, and there was nothing in sight for me to flash to. The only OK thing to do was to dig ourselves in, in the approved Army fashion. Have you ever tried to dig a hole in Southsea beach type shingle? We eventually settled for a somewhat inadequate sort

of barrier about six inches high gathered by hand.

The next event was the appearance of a ship out of the morning mist. Thinking it was one of our missing landing craft and determined to prove the undoubted superiority of VS over radio I flashed my Aldis. The reply, not in accordance with ACP 129, was a hail of bullets. We immediately assumed the prone position and complete communication silence.

Things were beginning to hot up by now, bombs, shells and explosions could be heard all around us. We just lay low and awaited events.

Late in the forenoon two landing craft beached, unaided by us. We thought they had brought reinforcements until a stentorian voice shouted: 'We aren't waiting all bloody day for you'. We needed no encouragement and covered the stretch of beach in record time for by now the craft were under fire. Nevertheless it was great to feel that water was beneath our feet. The landing craft backed off and we were thankfully soon out of range of shore: we were subsequently transferred to a motor gunboat from which we had a front line view of the rest of the proceedings. Later in the day we joined the long procession home and arrived back in Newhaven almost exactly 24 hours after leaving.

In the wash up which followed it turned out that our HQ ship was badly damaged in the brush with the convoy, hence the failure to make any radio contact. The basic communication plans were not changed as a result of experience at Dieppe and eventually proved themselves in other operations.

Editor's note: If any readers have similar interesting 'I WAS THERE' stories we shall be delighted to receive them.

WINE MAKING

by Lieut-Comdr G. Froud, MBE, DSC, RN

Have you ever considered trying your hand at winemaking? It is a worthwhile pastime which brings its own rewards and a great deal of pleasure in being able to offer a friend a glass of one's own wine. The legal position is that you can make as much wine and beer as you like at home but, of course, not a drop of it must be sold, since no duty is paid on it.

It is now an established fact that wine was first made at least 10,000 years ago and it is almost certain that honey was fermented even earlier. The Christian church has for many centuries had a great interest in wine and many of the religious orders have contributed a great deal to our present winemaking standards.

True wine is, of course, the product of the grape, but any experienced winemaker will assure you that many of the wines which can be made from our native flowers, berries and fruits are

quite capable of standing comparison with those produced commercially. This may sound a little stretched, but wait until you have produced what you consider to be a good wine, you will be pleasantly surprised when you compare it with a commercial wine of a similar type.

In the following editions of the magazine, I hope to bring you a series of articles covering such items as Equipment, Fermentation, Yeast, Sugar and other ingredients, the hydrometer, making a typical wine, beer making, etc. Following normal communication practice, we shall start with a few of the more important definitions:

Body: The fullness of the wine.

Campden Tablets: These supply a very convenient form of sulphur dioxide and are used for sterilisation and purification purposes.

Dry: A wine is said to be dry when fermentation has used up all the sugar.

Fermenting: The action of yeast upon sugar to produce alcohol and carbon dioxide.

Air Lock: A small gadget used on a wine jar to protect the fermentation from infection by the vinegar fly.

Fining: Clearing a cloudy wine by removing suspended solids by filtering or adding finings.

Lees: The deposit of yeast and solids which are formed during fermentation.

Must: The basic ingredients from which wine is made.

Vinegar Fly: The winemakers' great enemy, should this fly get into your wine it may turn to vinegar.

In the summer issue I shall deal with Equipment, Fermentation and Yeast. Don't be disappointed, order your copy of the summer edition now.

DOG TALK

by Lieut (SD) (C) N. Haggart, RN

I lightly accepted the invitation to write an article on dogs, little thinking how difficult it would be to choose from which angle to attack the subject. Almost everyone has some interest in dogs and most have at some time or other owned one or would like to own one. To the serviceman ownership of a dog presents rather greater problems with his nomadic existence than to his civilian counterpart, it is not my intention, however, to argue the pros and cons of dog ownership, rather to assume that my reader has decided to acquire a pedigree dog.

The Kennel Club of Great Britain, established in 1873, recognises more than 120 separate breeds and the Kennel Clubs of the world over 400, so the choice is considerable, from the 2½lb Chihuahua to the 160lb of the St Bernard, the heaviest dog ever recorded being of the latter breed, tipping the scales at no less than 259lb.

The popularity of the various breeds is dependent on many things, television, films, advertising and newspapers. The now well-known Basset Hound was almost unknown until the makers of Hush Puppies chose it to advertise their footwear, the Old English Sheepdog is currently enjoying increased popularity thanks to Dulux paint, while the Collie, a beautiful dog in its own right, owes much to the famous series of Lassie films. The German Shepherd Dog on the other hand has attained his position as the most popular breed despite frequently bad publicity. Imported into England after the First World War by returning soldiers, they were first named Alsatian Wolf Dogs, 'Alsatian' to avoid association with our recent enemy and, one assumes, 'Wolf' because of their appearance, which closely resembles that of a wolf. It was at one time claimed that they had wolf blood in them: this, however, is doubtful, wolf and dog being sworn enemies and known to fight to the death whenever they meet. Although used as police dogs, guard dogs and guide dogs for the blind, they have frequently been accused of treacherous and vicious behaviour, often not undeserved, however, in many cases this has been the result of mishandling. The GSD needs to be trained and handled by a person with understanding and firmness; a pack dog, he needs a pack leader or he will do the leading, often with disastrous consequences.

Taking the number of registrations at the Kennel Club as an indication of the popularity of each breed, the German Shepherd Dog far outstrips all but the Labrador among the larger breeds. However, the smaller dog also appears well up in the list, the Yorkshire Terrier, Poodle and Shetland Sheepdog coming within the first six. The trend towards the Yorky is rather difficult to explain, except that, as a show specimen, he is glamorous, cuddly and a ladies' dog. The poodle reached his position by his ability to fulfil the requirement for a small dog who loses little of his hair in the home and the fad for trimming him in the most exotic ways, a far call from his original purpose as a hunting dog, bred, strange to say, not in France but in Germany.

A little of the glamour of the Collie as epitomised in 'Lassie' has undoubtedly rubbed off on to his smaller cousin, the Shetland Sheepdog. As his name implies, he hailed originally from the bleak islands to the north of Scotland, where he was used exclusively for herding sheep. The islanders were not too fussy about type, being more interested in the dog's ability to do a hard day's work under the most appalling weather conditions, for which even the present-day Sheltie is well fitted, having a double coat, the outer being harsh and long to repel rain and snow, the undercoat of dense soft wool to keep out the cold. The first specimens imported into England were rather nondescript, resembling more the present-day Working or Border Collie. However, judicious



Three of the writers' dogs, G. S. D. Muirburn Marquise, Shetland Sheep dogs Penvos Fancy Free, Muirburn Maharajah

breeding in the early days with a small Collie improved his appearance and type until now he vies with the Rough Collie for beauty and has few equals in intelligence.

I am often asked by would-be purchasers how to set about buying a pedigree dog without being 'sold a pup' by an unscrupulous dealer. My advice is: first ask yourself the question — which breed will best fit into my mode of living, my family, my house, my car (an Irish Wolfhound is ill-suited for a two-bedroom flat or Mini). So having decided on a particular breed, the next step is now to decide on the sex and age of the dog. The choice between dog and bitch is really a matter for the prospective owner, there being little to choose between them as far as temperament goes. The bitch unless she is spayed will come into season at about eight to nine months or even later in some breeds and at about six-monthly intervals thereafter and unless you want a house full of puppies you will have to take great care that she doesn't stray or receive canine Romeos in the back garden. Her season will last about three weeks, the critical time being between the 10th and 18th day, but don't take a risk. She may make a little mess about the house, but this can be avoided by fitting her with a small garment obtainable from most pet shops. The use of a spray and/or Amplex tablets (canine) will help to discourage unwelcome callers, but again don't take the risk: there are some very crafty canine Casanovas about who are not put off by such artifices. The bitch is said to be less likely to stray than the dog, who may have caught the scent of a delectable bitch a few streets away. If a bitch nearby is in season he can be quite a nuisance.

Both dog and bitch can be 'doctored' to remove

the sex urge, in the bitch this is known as spaying, in the dog castration. The pros and cons are best discussed with your vet, some believe that this operation causes fatness, however this is much more likely to be caused by over-feeding than by castration or spaying. It is also believed to effect a change in temperament, again this is only an opinion and cannot be stated as a fact.

In most cases people will want to buy a young puppy. If the children are very young a slightly older dog, capable of standing up for himself in a rough and tumble, would be more suitable.

If you have now decided on the breed, sex and age of the dog I would suggest that you enquire the whereabouts of a reputable breeder. Try and avoid the 'Puppy Farm'. Having found out the breeder's address, first write or phone for an appointment, not so the breeder can get his stock ready for your inspection, but to avoid a possibly wasted journey should he have no puppies for sale. Have a look at what he has to offer! If possible, take someone along with a knowledge of the breed to help you with your choice and, above all, tell the breeder what you want. If you hope one day to exhibit your dog specify that the puppy is to be for show purposes. Don't expect him to sell you a dog at a 'pet price' and then complain later because he doesn't go 'Best of Breed' at Cruft's. Please realise that not every puppy with a first-class pedigree is a first-prize winner! Avoid the timid dog, the dog with a dull coat, watery eyes or listless appearance. A good breeder will always be proud to introduce to you the dam or stud dog of the litter from which you can usually gain an impression of the future outline and appearance of your puppy.

On agreement of your purchase the vendor should provide you with certain documents: (1) a printed pedigree showing at least three generations on sire and dam's side signed by the breeder; (2) the A1 class registration card issued by the Kennel Club showing the registration number, date, name of puppy, name and registration numbers of parents. This document is of great importance and remains with the dog throughout his life. The breeder, if he has registered the puppy in his name, must now transfer it to you on the third document, the transfer form, which, when completed with both your signatures, is sent to the Kennel Club, who will in due course forward the transfer card to you.

It is usual to have puppies immunised at about 10 to 12 weeks against distemper, hardpad, virus hepatitis and leptospirosis. If this has been done he should also give you a vaccination certificate. If no vaccination has been performed, ensure that your puppy is isolated from other dogs and the possibility of infection in the streets until the injections are completed. You can, of course, obtain a pedigree dog which has not been registered at the Kennel Club. Some breeders register only

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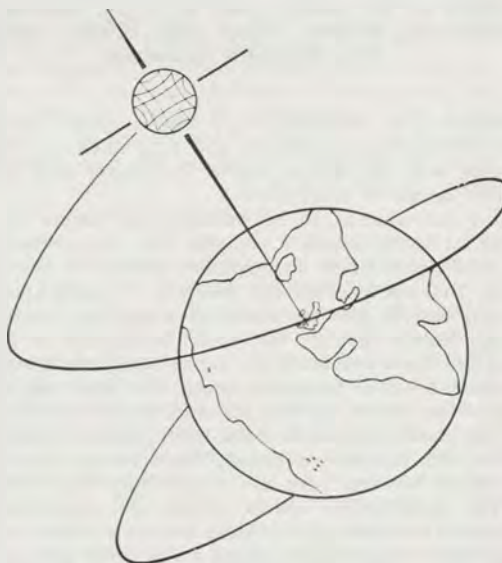
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those puppies that they hope will attain show standard and sell puppies which have not been vaccinated. I personally believe that if I have bred a puppy I'm not ashamed to put my name to it, and unless the buyer is anxious to have the puppy before 12 weeks I have him vaccinated and wormed before sale.

With your puppy ready for his first outing with you, furnish him with a close-fitting collar and a suitable lead. Don't expect to take him for a long walk. Firstly, a puppy soon gets tired and you may well end up carrying him and, secondly, he will probably strongly object to collar and lead and will fight like an unbroken stallion or just refuse to budge. If this is the case and you are in an enclosed place just let him have his own way for a little while; let him tow the lead around, then let him take you for a short walk. After a while you will find that he will allow you to ease him gently towards the pub. If the landlord doesn't object take him with you for your usual

Sunday midday pint. The hurly-burly of the pub will get him used to people and noises, but don't let others feed him — peanuts are not good for him, being rather indigestible.

I wish you many hours of happiness and companionship with your dog. Your wife may not be very pleased when you get home at 3 am the worse for wear — your dog will be delighted and he won't mind if you come into the house with dirty shoes or even bear a grudge if you get on to him, all he wants is your love and affection and he will defend you with his life — well maybe that's expecting too much of the smaller breeds, but at least he'll growl at them from under the table and look fierce.

Finally, you have now taken on the responsibility of a living creature, dependent entirely upon you for his food and shelter and wellbeing. The development of his temperament and training to fit into society is your very next task and will be the subject of my follow-up article.

NAVCOMCOMP 72

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

It is pleasing to be able to start an article on this subject by saying that the response to the call for volunteers has been better than of yesteryear. Admittedly, like 'Oliver' I have been heard around the bazaars crying for 'more', but my thanks to all who did make the great effort.

As was to be expected, the high standards required of an RN representative were daunting to many of you, but the qualifications submitted by some operators in the Fleet were really something. How does 34/95 at MKX or 66/96 at TTX strike you? and that through sheer personal endeavour.

Morse I agree is not everyone's forte and the majority of operators get little opportunity to use it in these modern technical times, however speed and accuracy on a teletypewriter should be everyone's aim.

There is a great deal of merit in the oft received suggestion that morse should be dropped from the competition, and that a new competition should be devised which will reflect more accurately current modern techniques. The implementation of such ideas however is not as easy as you might imagine. The NAVCOMCOMP is intended to embrace Communicators of all the NATO navies, it is therefore necessary that the skills used in the competition have a practicality

common to as many possible, if not to all. The skills must also be of a type that permits a competitive event to be conducted relatively simply and without undue advantage or disadvantage to any particular operator.

Voice is a typical example of a skill widely practised throughout NATO navies but extremely difficult to make into a competitive event. Not only must the events be competitive but they must also reflect very high standards, the Champion being by implication the best in NATO at that skill. For the past year consideration has been given by all member nations to the up-dating of the NAVCOMCOMP and a lot of useful and unique proposals have been submitted to ANCA. These are being evaluated and it is hoped that 1973 may see the birth of a new, more modern, format, but as previously explained there is no easy solution.

The important point is that this competition now in its 11th year should continue to flourish and that the friendly rivalry and contact be maintained. Let us not forget that the Communicators blazed the trail and even now are the only branch which has an annual international event, much to the envy of other branches of the Service I may add.

So to the punch line . . . Who has been selected to join HMS *Drake* in May to undergo intensive training and eventually be one of the three operators to represent the UK in Flensburg, Germany.

NAME

Ham, J. R.	RO1(G) P097410
Cross, B. G.	RO2(G) P089729
Gray, M. S.	RO1(T) P088803
Johnson, L. P.	RO1(T) D096767R
Barlow, P. L.	RO2(G) 086943
Morris, P. B.	RO2(G) P115386

SHIP

HMS <i>Albion</i>
HMS <i>Albion</i>
HMS <i>Euryalus</i>
HMS <i>Fife</i>
HMS <i>Dolphin</i>
HMS <i>Albion</i>

SKILL

Teletype Transmission
Teletype Transmission
Flashing Light Reception
Flashing Light Reception
Morse Transmission/reception
Morse Transmission/reception



A SPORTING CHALLENGE

Clay shooting is one of the most rapidly growing sports in the country. It's developing fast. And one of its more charming recent developments is 'Miss Clay Shooting', a 21-year-old model girl crack shot answering to the name of Jo Carey. Recently Jo has put together a team of girls who look like angels from heaven and shoot like Billy the Kid. In their first match Jo and her girls took on a team of boys from the Parachute Regiment and held them to a tie. 'They were lucky', says Jo, 'we were off form that day'.

Now Jo is looking for new fields to conquer. Anyone fancy a match? Jo and her girls will be happy to take on any Forces team that wants to try its luck. Team captains can contact her at 52 Charles Street, Berkeley Square, London W1X 7PA.

The photograph shows Jo's team with members of the Parachute Regiment at their recent match.

THE COMMUNICATOR'S VITAL STATISTICS

by Lieut-Comdr M. H. J. Willcox, RN

What is the average length of a message? What is the percentage reduction in handling times if the precedence of a message is raised from 'R' to 'P'? How many messages is a certain Commcen likely to process in 1981? These are the sort of queries which the Statistics Group of X Section try to answer.

The Statistics Group

This group was set up in January 1967 and consists of an instructor officer, a CRS and one wren. The work of the group can be broadly classified into two parts — routine traffic statistics, and special tasks. The former involves the collection of traffic figures from 11 shore wireless stations and the collation of these figures month by month, and annually, to produce an annual report. The figures for each month and for each station are broken down under headings such as:

precedence, class of ship originating, subject matter, naval or commercial, RATT or morse, etc.

The other part of the job is special tasks to find out specific figures. These might be error rates for a new piece of equipment or facts and figures required for future planning. At the moment, the group is in the middle of the Signal Transit Times Study and this is an ideal opportunity to thank all those involved for their work in providing the raw data. We realise that Communicators are busy people and, believe me, we always give great thought to the method of data capture in order to keep the extra work for participants to a minimum. The study is designed to provide realistic transit times for messages of varying precedence over all kinds of message path and should, when completed, yield some new and very useful information.

The work of the group was expanded and the existing tasks made easier by the arrival, in February 1971, of a computer terminal. All the routine traffic data is now processed automatically and the weekly figures for instructor loading and classroom allocation for the CPC are now calculated by the X Section terminal, thereby saving the training section of HMS *Mercury* a considerable number of man-hours a week.

The Computer Terminal

This consists of a teleprinter (not a Type 12) with tape punch and reader, a MODEM which modulates and demodulates the signal and an STD telephone. To contact the computer, the operator merely switches on the TP and MODEM and dials the number of the computer. Our terminal and the computer are then connected via ordinary telephone line. The computer installation to which X Section is connected is one of the several commercial time-sharing systems that have started operating in recent years. The computer can handle up to 40 customers simultaneously by automatically sharing its time between them on a second-to-second basis. There is thus very little waiting time and the operator feels that he has sole use of the computer: this is made possible, of course, by the extremely rapid speed of computer calculation. Recently we needed to calculate about a thousand percentages. The computer performed this in a little over a second, although it took considerably longer to print out the result, but the computer, of course, can process another customer's problem whilst our results are being printed.

The format given at the end of this article shows a typical sign-on sequence which is initiated by X Section's dialling the computer's telephone number. (The characters underlined (peck lining) are supplied by us.)

Until recently X Section has been using a computer in London. Now, however, we have

access to a much larger and faster machine which is situated in Cleveland, Ohio. Our messages to the computer go via telephone line through Southampton and London to the satellite ground station, and thence via satellite link to the USA. All this for the cost of a call to Southampton!

For all this automation, though, Parkinson's Law remains as true as always. Although automatic data processing saves a lot of time, we are now able to do a lot of jobs which we could not do before and so, in many ways, are busier than ever.

Format

SCP638566-A*

.....
This is the answer-back code which is transmitted automatically by Mercury's teleprinter.

ON AT 14:25 G265 D 28/01/72 TTY 3

.....
Computer gives time, date and other relevant information.

USER NUMBER - - D05554

.....
Computer asks for user number and operator supplies it. Computer then checks number with answer-back code to validate the access.

H.M.S. MERCURY

.....
Printed by the computer to show that the access has been validated.

PROJECT ID --- X

.....
This enables projects to be costed separately.

SYSTEM - - ALGOL

.....
Request for language to be used. It can be changed later if required. Various languages are available.

NEW OR OLD - - OLD

.....
Computer wants to know whether we are going to use a program which we have previously stored in the computer files, or a new one.

OLD FILE NAME - - BCAST

.....
Computer now asks for the name so that it can retrieve the program from its back-up store and place it in current storage.

READY

.....
Shows computer has found the program.

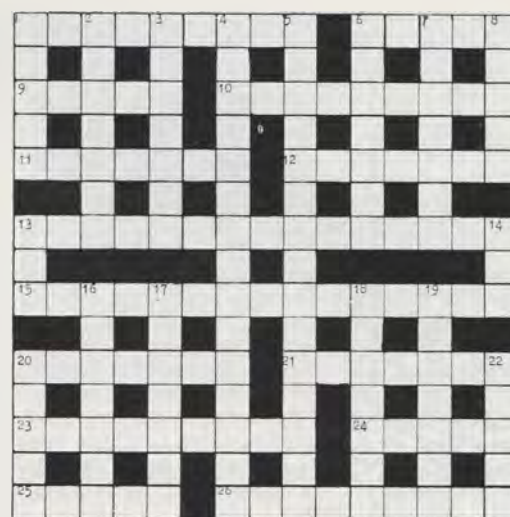
TAPE

.....
We tell the computer to expect tape input.

READY

.....
The computer is now ready to receive a data tape for processing.

18. A cliché, perhaps, but have a cup, anyway. (7)
19. Cooked your goose? — so tread carefully! (7)
20. 'Flavia's a wit, has too much sense to pray;
To — our wants and wishes is her way.'
(Alexander Pope) (5)
22. Correct them endlessly. (5)



Across

1. Prepares for it, so erasing any extras. (9)
6. 'The Grape that can with Logic absolute
The Two-and-Seventy jarring — confute.'
(Fitzgerald) (5)
9. The gnat went west after a smack. (5)
10. Put on especially brief, tender scenes. (9)
11. What sort led astray the master's mate? (7)
12. Please lay this table quickly. (7)
13. They sing in the grand hall, see! (3, 6, 6)
15. Does one read it — or sing it? (1, 9, 5)
20. Tread very softly or you'll be caught. (7)
21. Name 13 down and arise. (7)
23. A ship sailed south filled with roses for the
advertisers. (9)
24. A fibre obtained from thistles. (5)
25. 'Sans teeth, sans eyes, sans —, sans everything.'
(As You Like It) (5)
26. Considered pushing the little pair into the deep
end. (9)

Down

1. Those who are stout gorge themselves, but live
through. (5)
2. Plan the garden towards the east for the noble-
man. (7)
3. The thing that is confusing about this garment.
(7)
4. Give the pup a feast, with 19 down for washing
afterwards. (11, 4)
5. Where do I go for the goods? Here, else it's
dear! (3, 3, 6, 3)
6. So tents do to cover one's head. (7)
7. In a trice in a boat I feel sort of yellow. (7)
8. 14 down unfortunately had a short yard. (5)
13. Remove the rods from 19 down and drink. (3)
14. A salt obtained from a tree? (3)
16. These vehicles were left when it reeled from
5 down. (7)
17. I give you the same tip — lay it on thickly. (7)

SHIP-SHORE NEWS

BACCHANTE BLUES

by Scarabeedas

El soixante-neuf is at present languishing amongst the exotic vegetation of Pompey dockyard, having completed a Christmas and New Year stint in the Med and taken the opportunity to fit in Easter leave. Our past few months have not been particularly eventful. On December 10 we sailed from Pompey for the thrills and spills of the Portland magic roundabout, before making for Gib to relieve *Euryalus* as guardship over the festive period. We were required to sail on the 27th to surveil a posse of Russian submarines and tenders. Happily we handed over to our American cousins in good time to make Gib once more for a New Year's Eve debauch. As we departed the Russian force they hoisted UW1*, which could easily be misinterpreted!

The crisis in Malta delayed our change round with *Euryalus*, who remained in Grand Harbour, but on January 15 we eventually sailed for Augusta, Sicily, there to refuel prior to doing a Casex with an Italian submarine and a Nimrod from Nicosia. We rendezvoused with *Blake* outside Tunis harbour and entered together into the perfumed garden. As we had failed to bring our buckets and spades with us the visit was fairly unadventurous and after three days we sailed for Malta for a two-week trick of guardship, the fortnight passing without incident.

The Yeoman gained immortal fame by, accidentally he claims, imbibing after-shave in lieu of scotch. The PO Tel, on an EVT for 'Going for a Song', purchased a 2,000-year-old urn in Carthage for a ridiculously low price. He knows it's genuine because Ali, your friendly Arab street-seller, told him so! RO2 Satchell suffered a few bruises on being knocked down by a car on Christmas night. The car was written off!

The departmental swimming team is in fine fettle, having found time to fit in stacks of practice in Grand Harbour. Only puzzling thing is the hour they chose to fit in these training periods — usually 0200!

Our immediate future embraces a four-day visit to Den Helder carrying the fleet soccer team and then a Sexped to Copenhagen for five days. Their Lordships tell us we will go for refit in July, but as they had previously assured us that this would come about in first May, and then June, we expect to be in Chatham around December.

* UW1 — Thank you very much for your co-operation. I wish you a pleasant voyage.

HMS BLAKE

by LRO(W) P. Morton and RO1(G) J. McNamara

Much to the delight of the local landlords, we returned to a cold and blustery Portsmouth on

16



Photograph taken of Hurricane Olivia from a PPI presentation in HMS Blake. Ship was on passage from Acapulco to San Francisco and had altered course to avoid this hurricane which was tracking towards the Mexican Coast. The object of the exercise was:

- (a) If possible to avoid the hurricane.
- (b) Not to be sandwiched between the oncoming hurricane and the Mexican coastline.
- (c) If caught to be in the navigable (South-western) half.

The photograph shows the eye of the hurricane when 70 miles away.

time, January 28, after an interestingly varied five months' cruise of 23,000 miles. The primary aim of our jolly was British Week in San Francisco and during our 11 days' stay we were made more than welcome by the locals, with more grippos than we could handle. One of our many commitments was to provide a royal guard for the opening ceremony performed by HRH Princess Alexandra, in which 12 of our department participated. We also supplied numerous guides and sentries for the various British exhibitions throughout the city; the most popular exhibit by far being the 'Golden Hind', the replica of a British pub which was erected in Union Square, Sans Frans City centre. The Tactical Department had their claim to fame on the last day of our visit when, anchored in Tiberon Bay as guardship for a major regatta, they hoisted Nelson's signal. Incidentally, the CCY was heard to say to the LRO(T) . . . 'Kiss me Langdon, kiss me'.

Before arriving in the Flower City we had visits to Bermuda and Acapulco, and a tussle with Hurricane 'Olivia', which delayed our arrival by 24 hours. Other visits included San Diego, Balboa,

Barbados, Sao Vicente, Tenerife and finally to Gibraltar for a month's AMP. This was our opportunity for rabbit hunting and putting the Casino back on its feet. Our sporting activities were numerous, including the now famous *Blake* backward walk up the rock for charity, but we hasten to add that the only participant from the Comms Department was our boss, Lieutenant D. Taylor. Our sporting personalities for ship's events include LRO Hughes, CRS Taylor, CRS Ginns, CY Robinson and RO2 Freeman at cricket, and at soccer our free-scoring centre-forward Spike Hughes with CRS Taylor as ship's team manager. Comms soccer and hockey teams were undoubtedly the best supported interpart teams onboard with BATO Davies leading the cheers.

After our break in Gib it was back to watch-keeping and on to Malta for Crimbo, but as you know our visit there was slightly disrupted by the political situation. Relieved by HMS *Bulwark*, we sailed home calling en route at Tunis and Gibraltar. During this chaotic period our CRS(RCI), namely David Brian Taylor (I'm only 32), Comms Department Reggie, football team manager, international snigamist, still found time for his occasional round of golf (handicap 12).

Since the last time of writing we have lost LRO(T) Hodgson to Tangmere, CY Roe for DXP, and RO2 Smith to *Victory*. By the time this article goes to print we will have said our farewells to CRS Stoker Ginns, who goes to *Mercury*, and we welcome RS Skinner, his relief. CY Fletcher has been with us since the departure of CY Roe. We are now enjoying a restful period in Pompey before proceeding for exercises, etc, around and about UK and a possible visit to Hull, so in the next issue we hope to provide some more homely news.

HMS BULWARK

by Lieut-Comdr J. W. Roskill, RN

Before returning to Devonport for Christmas, *Bulwark* visited Venice for five days. Despite the cold and bleak weather, there were few of us who failed to marvel at that beautiful city, and for most it was a memorable occasion. Less successful was our next call, Trieste, where first the local hurricane, the 'Bora', prevented us going alongside, then a serious fire in 'B' boiler room forced us to stay at anchor for three tempestuous days in which the weather did its best to disrupt our plans. We finally sailed 24 hours early, leaving behind 120 men, stormbound in RFA *Retainer*.

We were indeed relieved to reach home, via Malta and Gib, without further mishap, and with the prospect of eight weeks being repaired by the yard, we settled down to a spell of leave and home-going. Our dreams of cosy firesides were rudely shattered by Mr Mintoff's volcanic behaviour in Malta, and in 12 days Devonport yard put us together again, and we rushed out to



HMS BULWARK SOCCER TEAM, JANUARY, 1972. Back row: RO2(G) Jones, LRO(T) Allen, LRO(W) Smith, RO1(T) McHale, RO3(G) Clark, RO2(W) Martin. Front row: LRO(G) Raby, RO3(G) Thomas, RO2(G) Taylor, RO1(T) Cranham, RO3(G) Jones

relieve *Blake* in mid-January. It's now the end of February and we are still in Malta, still supporting the withdrawal and still waiting for Mr Mintoff to make up his mind. Despite our rather stagnant position, we've not been idle: we've produced a good departmental soccer team, a spirited 'It's a Knockout' entry, several biffer experts and loaned operators to back up the staff ashore in addition to a constant watchkeeping load. Every day working parties have been busy loading vehicles and the enormous quantity of stores into ships that regularly come and go. On the brighter side, we've avoided the alternative of a seven-week spell in Guzz dockyard during the winter and, while the spring sunshine's here, it's tempting to gloat about the power cuts.

A recent Sunday was shaken by our receipt of a SOS from the Greek freighter *Ermioni* which had foundered in heavy weather some 25 miles north of Malta. Within 45 minutes two *Wessex* Vs were on task searching for survivors and joined by a further four, a lifeboat with 14 cold, wet and frightened men was sighted. Soon all were back on board, having been winched into the 'choppers' in most unpleasant conditions. After a month of relative inactivity, it was good to feel operational again.

We've had quite a few changes of staff since Christmas: CRS Lawley, LRO(T) Payne, Sykes and Bland, RO1(G) Thompson, RO2(G) Stanbrook, Fitzgerald, RO1(T) Tatum and RO2(T) Gaskell have all left for pastures new, to be replaced by LRO(G) Clifford, LRO(T) Oldham, RO1(G) Walsh, RO2(G) Lyons, Wain, Wootton, RO2(T) Short and JRO Harris, Thompson and Goodman. Soon after reaching Portsmouth in April, those who have served us so well in the

last two years will have left too; we wish them all the best, and to those about to join the busy 'B' welcome, you've got a surprise awaiting you!

RN COMMCEEN CHATHAM (MTL) **by RO1(G) Cunningham**

Having never seen an article from this part of the realm before, the present staff wish to become history makers (on a parity with the first men on the moon). The RN personnel are discreetly hidden behind a facade of civilian competence in the main commcen. Our duties mainly consist of manning the W/T office and the operations room, with a modicum of success in both. Due to limitations of the equipment fit we rarely work ships above minesweeper size, though the new on-line local ship-shore, which should be in operation by April or May, will enable us to compete favourably with other command commcens. So, fellow Communicators, when you're in the area, or visiting ports in the area, bear us in mind when you have traffic to pass. We *can* be very helpful, and obliging, as far as communications are concerned.

Chatham also boasts of an excellent radio telephone service, regretfully though calls to 'Pashs' cannot be arranged due to possible recriminations by our friends in the post office. The staff are well versed in the arts of 'Runs Ashore'. Chatham offering many hidden, but nonetheless delightful, off-watch charms. The 'In-Place' (as always) being the United Services Tavern, old regulars will know of the happenings of the afore-said 'Club' and, if in Chatham at anytime, are invited to join in the normal, but somewhat exclusive, fun.

HMS DANAE **The Golden Shower** **by LRO(G) Dave Askew**

During the last 11½ months *Danae* has steamed over 65,000 miles on her foreign leg and quite naturally has had quite a few experiences. Our outward voyage was described in the summer 1971 edition by RS Ray Craig (look out Whitehall — the demon Scotsman is on his way). Which brings me up to the ship's month in Hong Kong, which passed quietly after things calmed down after typhoon 'Freda'. July and off to sea again, this time to join up with the *Eagle* group for the 1971 'Down Under' cruise, visiting Sydney, Auckland, Albany WA, and Fremantle. It wasn't all play and no work being screen commander. The buntings actually went into two watches, mind you the sparkers and Ws were already! After Fremantle we had our ORI and during a 'Casex' on the inspection day *Finwhale* released an indicator buoy and caused the whole force to carry out a Submiss in which we acted as OTC

and received full marks from FO2 FEF. Happily it turned out that the submarine was not in trouble and surfaced shortly afterwards; we later found out the securing wire had parted. This was far better than the NBCD exercise we should have been doing. Shortly after this we parted company with the *Eagle* group and took COMFEF to Surabaya, Indonesia, on his last official visit on the Far East Station. This turned out to be an excellent run ashore!

On our return to Singapore we took part in the final steam past by the Far East Fleet before joining ANZUK. We stayed a while to sort out ANZUK Commcen's snags, then left rather rapidly for the safety of Hong Kong before they caught up with us! During the third week in the colony we put to sea in the early hours of Sunday morning to search for a China Airways Caravelle which had been reported as ditched some 40 miles from the colony. Unfortunately shortly after passing through Lie Mun Pass a large submerged rock suddenly surfaced under our bows, which caused our part in the SAR to come to a grinding halt! For several hours we were, as Hong Kong Commcen put it, 'RNWS *Danae*'. The outcome of this was that we missed our trip to Kagoshima in Japan and Okinawa and spent three weeks in dry dock having our bows straightened out. During this time the Comms Department junior rates were forced to live in the China Fleet Club, whilst the CRS(W) and the RS joined the army in Blackdown Barracks, the yeoman reluctantly had to form the *Danae* liaison team based in HMS *Tamar*'s senior rates bar, and the SCO moved into the Shamrock Hotel. His reason for this was that he couldn't afford the CFC, or so he says! This may sound like a very good loaf to many of you, but I can assure you it was a very expensive three weeks and many of us had a very large hole in our bank accounts.

December 18 was the day *Danae* proved herself to be seaworthy again and we left the 'land of SAN MIG' to spend Christmas in Bangkok. From what I can remember a very enjoyable Christmas was had by all, due mainly to the excellent hospitality extended to us by the British and American forces. The New Year was celebrated in Singapore and at midnight it was flashed in by *Arethusa*, *Cleopatra*, *Waikato* and ourselves, our goalkeeping bunting Fred Widdows even managed to pass his greetings to *F8* at a range of 200 yards using a 10-inch, which was quite an achievement, and then had the cheek to put himself down for an FTX on the 1308s. A few days later we sailed once more for a few days weapon training and a trip to Kota Kinabalu, North Borneo. This proved to be another excellent run ashore. LRO(W) Buster Brown and myself had lunch with the manager of the Hong Kong and Shanghai Banks' local branch, which gave rise to the rumour that we were really Leading Rabbis (this is not true,

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not true.



Back row, left to right: RO3(T) Widdows, LRO(W) Capper, DO1(G) Lett, RO2(T) Jeromes, RO2(T) Daniels, RO3(G) Overend, RO2(W) Letley
2nd row left to right: ROE(W) Shanks, JRO(W) Brown, RO2(G) McGuinness, RO3(G) McManus, LRO(T) Hutchins, RO2(W) Hart, JRO(W) Bray, LRO(G) Askew, RO2(T) Brown.
Sitting back row left to right: RS(W) Luke, CY Flint, Captain R. McCrum, Sub-Lieut A. A. Colmer, RS Craig.
Front row left to right: LRO(W) Brown, RO2(T) Hutchins, RO2(G) Lynes, JRO(W) Bardsley, RO2(G) Moultrie.

we just don't like parting with money, my life, my boy).

Once again we returned to Singapore to prepare for our journey home, but we still had one more incident. On January 20 our helo, Percy, whilst on a gunnery tracking flight from Tengah, crashed into the jungle; fortunately the pilot and crewman escaped serious injury, but Percy was a complete write-off. Apparently it crashed on to a native pig sty and killed one of the occupants and scared the living daylights out of another. We have since heard that the owner is claiming for a new television and refrigerator!

January 28 saw our departure from the Far East, making the usual stops at Gan and Simons-town. During our stay there we stole the show at both watches (one SCO, three senior rates, four LROs and 16 ROs), and even managed to impress the First Lieutenant with our expertise on mast scrubbing and painting, even though the Gunners took offence at the speckled grey finish on their Oerlikons. *Achilles* joined up with us there after running into a tropical cyclone (sea-time lads).

Most of the staff have changed since leaving UK. CRS(W) Jock Howieson, our exped and sailing instructor, being relieved by RS(W) Tony

Luke, who left his cushy number in a Norwegian shore base to join our merry band. RS Ray Craig is leaving us shortly to go to Whitehall, and CY Bob Flint is off to HMS *St George* for his SD(C) course. Despite the changes in staff we still manage to supply the ship with two croaky voices (RS and CY) for the ship's choir, two 'sock it to me' DJs, four ship's football team players and two ship's team rugger players, RO2(W) Graham Letley who, apart from doing a Jackie Stewart in the ship's minivan, looks after the ship's pictorial records and, incidentally, is responsible for the divisional photograph, autographed copies of which are obtainable for small fee (DD, Tiger, Swan, Castle, etc).

To conclude, perhaps, if any budding boffins want practical experience at sea slap in to Drafty as there should be a few, very sought-after vacancies on the staff in the latter half of the year. You don't know what you are missing, we have even been adopted by the 'Weekend' magazine secretaries.

Remember 'Beware the Golden Shower' because we are on our way home!

(See Editorial)



Communication Staff HMS Eagle — winners of the Comstar Award

HMS EAGLE

The communications department enjoyed the commission amidst piles of paper, principally produced for the benefit of the flags: FOCAS, FOFWF, FO2FEF, FOCAS again and FOF2 in a new hat all hung out those fab red and white tablecloths (consumable stores, rate book value £5.26) to help the fight against pollution by catching the soot from the funnel.

It was fortunate that enough paper was carried, as the amount that has had to be pushed around the information factory surprised us all. The first weeks after the DED showed the sad fact that signal traffic rises from year to year throughout the Service. Therefore, LRO Jan Creek, in charge of the stores palace down in 10 Echo, added a few thousand sheets to the stationery demand, and gave it to CY Robbie Roberts. He added a safety factor before it went up to the SCO's office. The SCO had the last word by hastening the demand by signal before going on leave. In a few days the complete demand arrived, followed a week later by the complete demand again as a result of the hastener. We sailed therefore with over 5,000,000 sheets of signal paper to use in seven months. It is not going slowly; 3,238,000 sheets have been used so far.

The original figure was based on the previous commissions' distributed traffic record. Between May 1969 and January 1970 the last commission handled 2,300 signals a month (21,249 in all). Old two-commission salts like RO2, RO1/LRO Ken Rowlands assure us that they did work last commission. On our first leg, from October 1970 to May 1971 we averaged 3,300 signals a month

(26,159 for the period). Imagine that the patron saint of Communicators was poised above the ship as she sailed from Plymouth across the Equator and could no longer contain himself. From June 1971 to November 1971 a brief six months the average per month was 7,300 signals a month (44,111).

This means that our staff for this commission should have been paid more than three times as much as the last commission's (based on productivity). We never had time to collect it.

These statistics are dull, so think instead of the marriages and babies. LRO Tom Shawyer, RS Taff Kidney, RS Dave Mahy, LRO Paddy Gavin, RS Tug Wilson, RO(W) Mitch Mitchell all became proud fathers, but RO Taff Arthur beat us all by fathering twin boys. SCO (Lieutenant Commander Goring) could not match that, although he tried hard with a daughter in the shake-down period and a second daughter in the run-down period January 1972. However, pride of place must go to SCO2 (you remember, the Killick Sparker when Nelson's father was a lad) Lieutenant Gerry Reed who became a grandfather. He says it will not affect his golf.*

Other sports activity started off with a bang with a football match against the ladies of Bodmin (Cornwall) who beat us 5-1. Rugby was our next sport but it was not quite the same thing. HMS *Danae* beat us, and LRO Brigham Young was only on the pitch three minutes. Football was played in every port except South Africa with the number of wins and losses more or less even. Normally 'Communications' have been joined to

**(by editor — Nothing, but nothing will!)*



PRESENTATION OF COMSTAR AWARD

The First Sea Lord presenting the COMSTAR award to HMS Eagle, and receiving it, CRS (RCI) R. S. Parker. Other Communicators in the picture: extreme left, Lieut Reed (now playing off 12) and LRO(G) John Vear, RO2(G) Scobie Breasley and RO2(G) Keith Jameson.

the 'Seaman Division' in major inter-departmental sports. However, for the Sports Olympiad, we broke away to be the lead sub-department of the Miscellaneous Division. The banner was in the MCO and the Regulating Branch, the Band, the Sick Bay, the Midshipmen and FO2FEF Staff ratings flocked to enter. Unfortunately, other members of the ship's company kept cheering us on as the 'Gash' — but we came well over half-way-up in the competition and entered every event.

Our success in other fields included young (W) Stephen 'Campers' Campion who reported a Russian submarine. It was not detected in the EWO, but 'Campers' pointed out its periscope was following in the wake of the ship. It was finally identified as the splash target. On the Bunting side, an exasperated Scouse Barclay underlined Reykjavik as an unintelligible garble of a place-name. Sparker extraordinary Taff Jones was asking round the office (and looking at the world atlas) to find TOTO. The signal had said 826 Squadron were disembarking in TOTO and he wanted to be first in the BUZZ of future ship's movements.

Call-signs are always a problem, but the following is an extract from the Submarine Safety Net log: From (Call-sign *Scylla*), to (Call-sign *Eagle*): 'Why have you surfaced?' From (Call-sign *Eagle*), to (Call-sign *Scylla*): 'Beyond my capability to submerge — you want (Call-sign *Finwhale*)'.

For many of us, *Eagle* has been our first air-

craft carrier: for others their first ship, and for some their last. The prospect of serving on a big ship usually meets with a lot of apprehension. It was the same at first in the big E, but most in the department will agree we have had a lot of fun and some really great ports of call, where many new friendships have flourished. There is one thing to be said of big ships, during rough weather they hardly ever rock the coffee boat!

The commission ended with a success story. During the last month of *Eagle's* operational life we were working our MRL into TARE direct, and were given the Gold Comstar award, an honour never before won by a ship, and very seldom by any 'mobile station' of any service.



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HMS EURYALUS

by Brigham

'Never volunteer' says the old adage, and having broken this golden rule only once in 8½ years, I should have known better than to offer my services as a scribe, when it was decided to submit an article for the Christmas edition of THE COMMUNICATOR. The success achieved by this article (notably pages 313-314 winter edition) so fired the imagination of the powers that be, that when the appointed time arrived for the next episode to be submitted, no volunteering was necessary. I was stuck with it. So it's back to the typewriter and stand by to delve into the murky past of the last few months.

Having said fond farewells to wives, sweethearts and/or mistresses, we left the cold waters of Plymouth Sound for the supposedly warm, sunny Mediterranean. However, having settled ourselves in to the drudgery of Gibraltar Guardship, we soon discovered that one black ball hoisted on the flagstaff meant that all sports pitches were unfit for play due to adverse weather conditions, and the reason we didn't receive mail was that the airstrip was unusable due to high winds. So much for bronzy-bronzy by Christmas. On the credit side, however, the Communications football team did manage to beat the weather conditions long enough to dispose of the only serious contenders to our departmental supremacy. As previously mentioned, our main purpose in life was Gibraltar Guardship and one of the perquisites of the job (come to think of it, the only one) was the acquisition of a Land Rover. Yours truly having acquired a 'Pussers Licence' on one of my previous 'ships' (well it didn't actually move but it was called HMS), Brighams Taxis showed a healthy profit (mostly liquid assets).

The main 'Non Event' of our stay in Gib was our sea inspection, F6. *Andromeda* and *Sirius* having made the journey especially to enable us to spend the day wearing anti-flash gear, DC suits and eating 'Pot Mess' through an AGR. Imagine our disappointment then when it was discovered that due to a technical hitch, we were unable to leave the harbour wall. We successfully managed to complete the harbour inspection, and apart from very nearly writing off one perfectly good Land Rover, when setting up a shore signal station, everything went reasonably well.

Having thankfully completed our stint as Gib Guardship, we set off for what was scheduled to be a short stay in Malta, followed by visits to various parts of the Mediterranean. However, Christmas came and went (taking with it one Good Conduct Badge), but unfortunately we didn't. Mr Heath and Mr Mintoff agreed to disagree and we were left to defend such strategic positions as the Armoury, the Wrennery and the Duty Free Canteen. Two months, three cancelled

visits and numerous 'sticky greens' later, we are still stoutly defending the same installations. Our sojourn was broken by one brief visit to Toulon, which was notable for its lack of embarrassing incidents. Whatever Entente Cordiale existed before our visit remained surprisingly intact, and Cabinet Ministers and government officials may sleep easily knowing that our chances of joining the Common Market have not been seriously impaired.

Other than this solitary visit, the monotony of life in Malta has been broken only by sporting activities, namely, soccer (a game for gentlemen played by hooligans), rugby (a game for hooligans played by gentlemen), hockey (a game for ladies played by the wardroom), golf (a game for the affluent played by the CRS) and backward swimming (conducted most evenings by the CRS(W) on his way back from the canteen). The inter-part football trophy was duly won by the Comms, and the department continued to supply a high percentage of players for the ship's soccer and rugby teams.

Well, all good things come to an end and fortunately Commissions do too. We leave Malta in six days' time and are due to arrive in Guzz on March 9. We have one more visit which is to Copenhagen, then pay off and seek pastures new. Drafts have started to arrive and while not wishing to mock the afflicted, at least one junior member of the branch is shortly to sample life on a 'Flat Top'. CND has finally given in and appointed the author to Forrest Moor. A new sarnie bag will be needed as my old one has seen service in Commcens around the globe and is a little the worse for wear.

It only remains for me to wish all departing members of the staff happy hunting and to assure that fortunate company of Communicators, our reliefs, a very warm welcome (Singapore sunshine to be exact).

HMS FALMOUTH

As this is the first article submitted to THE COMMUNICATOR since the ship commissioned, we will tell you a little about ourselves and the ship's activities.

After an extensive refit we emerged as one of the new 'Rothesay' class frigates, which gives us an operational capability near to that of a 'Leander'. The communications fit is Standard 3B, which in our opinion has been a great success and we would be very reluctant, given the choice, to exchange it for any other current communications system.

Falmouth commissioned in January 1971 and sailed through its work-up in May/June. After a short visit to Dundee and Denmark we deployed east of Suez on September 1. Since then our programme has been: Simonstown, Beira, Gulf, Mombasa, Beira. We eventually arrived at Singa-

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pore in January and came under the operational control of the newly formed ANZUK force. After only a weekend at Singapore we carried on to Hong Kong for a short stay as guardship. All good things come to an end and after two weeks we sailed to join up with ships from the Australian, New Zealand, United States, Philippines and Thailand navies in the Seato Exercise 'Sea-hawk'. Everyone worked very hard in preparation and during the exercise and we all learnt a lot. However after having been in two matches for the last 10 days, we now look forward to getting back to Hong Kong where we shall continue where we left off.

Due to Continuous Commissioning the staff is frequently changing. The majority of the present ship's communications staff get relieved in April 1973. So stand by some of you barrack stanchions for a draft chit in the near future.

STAFF OF FOF2

by N. J. Harston and T. Doak

This being our first article since the changeover of the Comms, staff, and the first under our new title of FOF2, we would like to wish all our friends everywhere 'A VERY HAPPY NEW YEAR'. The staff consists of: Lieutenant Commander C. W. Williams (SCO), Lieutenant P. Burns (Flag Lieutenant), CCY F. Wilesmith, CRS R. Harriss, CRS(W) P. D. O'Clee, LRO(T) Doak, LRO(T) Harston (Buffer), RO1(T) Lumsden, RO2(T) Wilson, RO2(T) Wooley. The Admiral is Rear-Admiral Miller. On completion of the Far East steampast which marked the withdrawal on October 31, we went straight into Exercise 'Curtain Call' followed by a series of minor exercises leading up to the quiet and uneventful withdrawal from the Gulf. During this time the Flag was flying in HMS *Eagle*.

After seven weeks at sea, a well earned Christmas was spent in Mombasa where we joined our new flagship HMS *Triumph* via RFA *Resource*. The local Jungle Juice was enjoyed by all and Silversands was very popular with all the Staff. Two weeks later we were back at sea again proceeding on our way to the much awaited flag showing visits, to Port Elizabeth, Buenos Aires and Rio De Janeiro. On writing this masterpiece we have only two days to go before we return to UK by courtesy of Chilean Airways.

On completion of two weeks' leave we join our new flagship HMS *Blake* in Portsmouth on February 28. We send our deepest sympathies to *Blake* and to our current flagship *Triumph* a well deserved thank you for the co-operation you gave us, especially on having such a small staff. We are looking forward to our time in the UK and hope we shall have the opportunity of meeting many old friends and making new ones.

HMS GLAMORGAN

by LRO(G) A. C. Moan

Having received the winter '71 edition a week before Crimbo thanks to some excellent mail diversion organisation and found our previous article in print it was generally felt that we may as well keep the story of our travels up to date. Our arrival back at Singapore with a damaged rudder meant a few days in the floating dock, duration of which time the ship's company lived in HMS *Terror*. Repairs and AMP completed farewells said, off we went to Hong Kong.

The spell in HK for both 'first timers' and 'old hands' was thoroughly enjoyed even though a lot of hard work was done preparing for FOF2's harbour inspection. The inspection over, we duly set sail south again to take part in 'Curtain Call' the climax being the steam past, *Glamorgan* flying the flag of FOF2 led the gathering of FEF ships past RFA *Stromness* (CINCFE, COMFEF). A sad affair but from accounts of those who witnessed from the upper deck a well executed manoeuvre. Having said our official farewell to Singapore, Mother *Eagle* (FOF2) took us away for 'Ganex' a short weapon training period where *Glamorgan* sat on circle five again.

Mombasa was next on the agenda, on being detached we made our way on our own this time, to east Africa, a spell of station leave and AMP alongside *Triumph*. Three days after being smuggled up to *Triumph* things began to happen in a hurry. We were told to prepare for sea and sail at best speed for Simonstown. The buzz world was 'red hot' the 'steamies' and 'greenies' hurriedly put machinery together, the sparkers aerial party worked all night putting up the broadband, a job they carried out in the best traditions of aerial riggers, and the buntings re-rigged the halyards. Leave parties recalled, within 24 hours we were on our way, leaving behind a few bewildered wives who were out on holiday. Leaving Mombasa on November 26 we set off for Simonstown, RAS(L) from *Derwentdale*, on the way. The LOA is low anyway. The ultimate destination was now known to be Bermuda for the 'summit talks' and our date of arrival was December 15, from leaving Mombasa to arriving at Bermuda a lot of miles and very little in the way to spare. Our trip across the South Atlantic proved a bit of a headache.

Recife (Brazil) would be our next stop (high LOA) with a RAS(L) from *Plumleaf* thrown in. Forty-eight hours out from Simonstown our problems started, B11A was playing up and ship RATT was a non-starter. I would at this stage like to pass our thanks to the ship-shore operators at CFH and ZSJ who took a large number of signals most of which were groupers and proved that in this modern communications age morse code is not a 'dead duck'. It saved many a day's

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backlog for us. Operators at B11A/C11L also warrant a big thanks for patiently handling our dual route traffic which lasted a good two days. Two hours' leave each watch in Recife proved worthwhile from the state of returning libertymen. After a prolonged RAS alongside from a continual stream of Esso lorries off we went to Barbados. Night leave was given there, 'good run'. The following morning off again for Bermuda where we arrived on time to commence preparations for the PM's arrival.

Mr Heath paid us a visit and met members of the ship's companies of *Glamorgan*, *Phoebe* and *Malabar*. The PM also dined with President Nixon onboard and anyone who has been involved with American security will appreciate what went on. MRL1 was flashed up with Whitehall and apart from a few teething troubles was good value (50 BAUDS).

Crimbo in Bermuda, New Year in Trinidad were well enjoyed. South America in the form of Buenos Aires and Rio de Janeiro started the new year off well, in company with FOF2 (again) *Triumph*, *Minerva*, *Lyness* and *Olwen*. Communications again proved a headache but thank you to Whitehall and MRL 1A operators for persevering with us. The run ashore was just great. New faces in the shape of *London* (FOF1) *Ark Royal* loomed up and *Glamorgan* flying the flag of CINCFLEET off we went for RIMEX. The spring edition of THE COMMUNICATOR will be received in Devonport where we return in March for leave/DED/AMP and unfortunately a large number of staff changes. To all old and new *Glamorgan* — 'We keep a welcome'.

HMS LINCOLN

by Anon

The new commission started on August 7, 1971 at Chatham with a rededication ceremony by the Bishop of Lincoln. The 'luck of *Lincoln*' was drunk in champagne, and good luck was passed from the city to the ship by the Lord Mayor.

Our first sea trip did not go too well due to a crankshaft breaking which put our programme way behind, and meant a winter work-up. We are now on our last sea week at 'sunny, wish you were here — Dorset' — to the uninitiated, Portland. The weather being really bad, occasional storms force 10 on top of the usual gale force 8. After our inspection we head for Plymouth and a long awaited extended long weekend (for the janners) then to Harwich for the day (next commishes comms rates onboard), then to Rosyth for the northerners extended long weekend. An exercise off Scotland for a week or so, thence southwards again for a visit to Grimsby (the nearest port to the city of Lincoln) for the weekend. Afterwards its back to 'chatty Chats' for leave.

On completion of leave we go to Portsmouth and Portland again before we deploy to the far east. If you ever meet up with us, know ye our comms motto 'Be happy and keep smiling'.

NATO COMMEN NORTHWOOD

by Anon

First, thanks for your well wishes
For Christmas and New Year.
We, one and all, enjoyed ourselves
With runs down to the 'Deer'.
But now with Christmas over,
The New Year been and gone,
Easter's round the corner
And summer won't be long.
Which means of course we've something
To wash away all grief,
We mean of course a well deserved
Spot of Easter leave.
Well now to tell of 'the events'
Of which there are but few
(However we have managed
To drag up one or two).
We've moved into a new
And modern MCO,
Chief Hughes and Hulse have joined us
While Chief Plumb has had to go.
The miners went on strike
And a buzz went round the 'hole' —
We'd all be issued shovels
To dig the 'hole' for coal.
Once seen on daily orders
A notice was, which read —
'Sheets and pillow cases
Will be changed on every bed —
This will happen weekly and
Take place on Monday,
Shackleton change with Saintes Block,
And B' Block change with 'A' . . . ,
Well that's our news except to say
To all who hear our call —
Have a happy Easter and —
Best wishes to you all.

THE ROCK

by CRS Hardy

Our apologies for missing the last edition. Since the last article from us the following staff changes have taken place. Third Officer Gordon-Roe has been relieved by Third Officer Herring, and is doing a splendid job finding out about the mysteries of communications. No puns about the names please we have heard them all. CRS (Gerry) Hardy relieved CRS (Pusser) Hill (Auntie Violet to his Ham friends) and CCY Johnny Baldock relieved CCY (now FCCY) Murrell. We had a visit from him when the *Ark* came in. (Yes we do still get carriers at Gib, two at a time when we are lucky). RS Lee relieved RS Barry Hood now CRS Hood, to whom we send all heartiest congratulations. LRO Beeton has been

rated RS and looks smart in his new rig. All our po wrens have changed leaving Babs Shaw, Joyce Honeywill, Di Snape and last but not least Lyn Jeffery.

Rationalisation is still with us, and likely to be for some time yet, at times we could quite easily declare the commcen a disaster area. Imagine if you will, holes being drilled into the rock inside the commcen with pneumatic drills. The dust and noise is not good for the nerves, but it does prove that some progress is being made. Fire doors have been erected everywhere it's possible to erect a door, and everything is covered in good old rock dust, add the fact that we had no toilets for a week and you may think your problems are few. Bye and bye we will have a nice new commcen, super-duper was an expression heard from the right quarters, so it will all be well worth it. With the Malta withdrawal and a normal 12 per cent rise in traffic flow we need one and the staff to man it (CND please note).

Sport-wise the football team hasn't done very well in the league, but we play just for the game, and we will try our best to play any visiting ship who would like to challenge us. Bear in mind though that we have not lost a game to a visiting ship yet. Who would like to be first? With the better weather almost here we look forward to cricket, we are good at that. The chief yeoman is dead crafty behind the wicket and I'm on a sticky one.

Visiting ships at times seem to be shy of us, and don't pay us a visit. It's well worth it, and they will be made welcome. It will give them a good insight to our little problems ashore. You would be surprised at what we have got hidden away in the middle of the rock, and perhaps even more surprised at the snags and ship-borne problems that can be sorted out over a cup of coffee. We don't bite or drink much but we do know the best runs ashore, did you know that there are 150 odd bars in Gib not counting hotels etc. It's knowing where to go that makes all the difference. We spend a lot of time and money keeping information like that up to date.

RS Jones and RO1 Jay did a good job and stopped a SUBMISS, which saved us all a lot of work and worry, for which they were commended.

(see under)

Office of the Flag Officer,
Gibraltar.
February 1, 1972.

FLAG OFFICER'S COMMENDATION

Radio Supervisor Leonard Anthony Jones PO51264. Radio Operator First Class (General) Leslie John Jay PO90077.

On January 6, 1972, one of our Submarines was unable to contact its base by radio for a

considerable time, and concern was felt for its safety.

As soon as the Submarine called on ship-shore it was heard by the shiproom operator in Gibraltar COMCEN, RO1(G) Jay, who immediately appreciated the urgency of the situation and on his own initiative disregarded procedural rules in order to pass the signal with all despatch.

Jay informed the RS of the Watch, RS Jones, who also on his own initiative called the Submarine Base by radio telephone.

It is probable that the rapid reaction of these two ratings averted the issue of a SUBMISS signal, and thus prevented the operational and administrative disruption to a large number of ships, staff and personnel that this would have involved.

I commend RS Jones and RO1(G) Jay for the alertness and initiative they displayed in this incident.

H. W. E. HOLLINS,
Rear-Admiral.



Joint Service Communications officers at MHQ Rosyth for Exercise 'Highwood' — this was only one watch of course!!

MHQ ROSYTH by R. S. Greig

The Commcen at the MHQ Rosyth is a joint RN/RAF Communications centre manned by uniformed and civilian personnel of both Services. During exercises the Commcen personnel are supplemented by Regular, Reserve or Auxiliary communications personnel. I would like to make use of this opportunity to thank the many Reservists who join us during our large scale exercises. They play an important part in helping to keep the traffic flowing speedily through the Commcen.

After our Christmas and New Year break we are fully wound up again ready to face this year's packed exercise programme. Many of our exercises consist of Joint Maritime Courses which are designed to train multi-national forces in joint operations. Speaking from the communications

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which are

view point these exercises are invaluable for both the communicators at sea and the Commcen personnel here on shore. Exercising National and Nato communications procedures one can learn a tremendous amount by just taking part in one of these Courses.

Our last exercise proper was Exercise Highwood. National forces only took part in this exercise but just about every ship in the fleet seemed to join in at some time or other. Very seldom on our CCN do we have to send 'QRY 7 ZAN Z'. This shows that the requirement for a good morse operator still exists, when ships are unable to communicate with shore stations due to extremely bad propagation conditions as experienced in the higher latitude exercise areas.

But enough on the subject of how busy we are up here. We do have enough time to take advantage of the recreational facilities which the Bonny Banks of the Lochs offer us, eg. mountain climbing, sailing, hiking and the very popular snow skiing expeditions to Glenshee. Ships visiting Rosyth can also pitch their communications soccer team, or indeed your ship's teams, against our formidable MHQ team.

Contrary to popular belief, a draft to Scotland is not the end of the world. The MHQ at Rosyth provides new and interesting aspects of the communications world, together with all the necessary social and recreational activities and more besides. See you soon.

FORT SOUTHWICK by FCRS M. J. Matthews

Having been taken to task over my description of the Dockyard MSO as a 'Joint' MSO in the last issue, I promised to make amends as soon as was possible. That establishment is officially designated as the 'Combined' MSO, Portsmouth Dockyard. I hasten to add that neither title conforms strictly to the rules laid down in ACP 121. However, rules are made to be broken!

Although the new Commcen is still a dream of 'jam tomorrow', there are signs that all is not stagnating below ground. The activation of the local RATT Ship-Shore and the harbour UHF RATT circuits earlier this year was a move in the right direction, although their introduction was greeted by different ships in varying ways. However, the reticence of some was amply offset by the keenness of HMNZS *Canterbury* to use these circuits to their fullest and without her we might have still been left wondering whether the equipment worked or not! It is a proven fact that the level of signal traffic within the RN is rising rapidly and ships can ensure their traffic is handled quickly if it arrives at Fort Southwick requiring minimal refile and alteration.

Articles for THE COMMUNICATOR should never be 'one-man' efforts if they are intended to reflect the life onboard or ashore (so I'm told). With that

in mind, I invited a cross-section of the community to add their bit to our contribution.

FORT SOUTHWICK by The Others

Having let our Fleet Chief write the last two submissions to THE COMMUNICATOR, we — the Regulating staff — decided it was time to take a hand in things. Of course, we cannot hope to equal his literary efforts (on our behalf) or his knowledge of Fort Southwick, but here goes.

Nothing much changes here, except, of course, faces. However, one face that seems to have been around for a long time is that of RS Duffy who, now that CY Clifford has left us, becomes our longest-serving member. Having recently terminated his never-ending fight against long sideboards and slow typists, he is involved with statistics (non-female) in the 'Methods and Results' section.

The Regulating staff are not often mentioned, but are still an important section of the community. You want leave, cigarette coupons or a draft chit, we are here to help. The team is headed by RS(W) Warren, who is slowly forgetting his EW techniques which he learned during his short RS(W)(Q) course at the RN College of Communications. His better half, or rather his other half, is PO Wren 'Cathy' Roberts, whose runs ashore do not normally wear off until the sun is well over the yardarm and it is getting near 'Tot' time again.

The working part of the community are the 50-odd watchkeepers the other side of the Regulating Office door — we do not have much to do with them. However, it is necessary to mention the disappearance of one or two of their leading lights. CY Clifford has gone off to join the sea-going Navy after a two-and-a-half-year stint looking after 'B' watch (and others). Biffers will be the order of the day in *Leopard* from now on . . . RS Baillie flies out to West Palm Beach to join *Phoebe* with cries of 'I want to come too' from the PO Wren ringing in his ears. RS Gaston went over to the Emerald Isle to join the RNR and was promptly given a gun and told to keep himself alive! We welcome RS Jones from HMV *Britannia* and cannot see for the life of us why he turned down an LFS Billet in Hong Kong. Must have been the thought of nine months in Rosyth before they sailed for Lie Mun Passage! We must mention the departure of another long-term inmate, CRMech Dave Grocott who leaves us on promotion to Fleet Chief and joins *Danae*. We wish him happy fishing and wonder whether *Danae* will be involved in Fishery Protection duties at all. In passing we welcome his relief, CREA Josey, and find that we are daily regaled with stories of the old steam trains and how he could run British Rail better than Beeching. It makes a change from discussing the relative merits

of maggots and the yarns of the one that got away . . .

Finally, we musn't forget the Telex Operators (SW/OPS). The Commcen orders read quote 'An outsider's first impression of the Commcen largely stems from their reception at the switchboard' unquote. Let us finish off this article with a verbatim report from the SWOPs as they see themselves!

'Remember us?' You must surely remember us, we're the first people to get the benefit of your bad mood when you get out of the wrong side of bed. There is nothing any one of us likes more than to receive grunts and groans in reply to our chirpy 'Number Please', or on especially good days 'Good Morning, Number Please'. Truth to tell, there is nothing we enjoy more than gazing into the middle distance at lights twinkling on our

switchboard and wondering, especially at 0200, why they cannot sleep like normal human beings. However, all in all we do love our work . . . but please a little less of the grunts and snarls and a few more 'Good Mornings' . . .

SOLUTION SUMMER CROSSWORD

Across

1 Organises; 6 Sects; 9 Twang; 10 Presented; 11 Oldster; 12 Hastily; 13 The herald angels; 15 A Christmas Carol; 20 Trapped; 21 Emanate; 23 Assessors; 24 Istle; 25 Taste; 26 Perpended.

Down

1 Outgo; 2 Grandee; 3 Nightie; 4 Superfatted soap; 5 See the dealer, sir 6 Stetson; 7 Citrine; 8 Sadly; 13 Tea; 14 Sal; 16 Hearses; 17 Impaste; 18 Chalice; 19 Roasted; 20 Toast; 22 Emend.

COMMISSIONING FORECASTS

Editor's note: The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, Type, Date if known, Commitment, (a) Forecast duty, (b) Past duty.

Types of service are as follows:

GSS	General Sea Service	HSS	Home Sea Service
GSC	General Service Commission	PS	Port Service
FS	Foreign Service Commission		
Apollo	.. GP Frigate, 8 April, Commissions Devonport, (a) PS Trials, (b) PS Building.		
Mohawk	.. GP Frigate, 17 April, Commissions Portsmouth, (a) GSS Home/E of Suez, (b) PS.		
Intrepid	.. LPD, April.		
Torquay	.. A/S Frigate, 4 May, Commissions Chatham, (a) HSS, (b) PS.		
Bacchante	.. GP Frigate, May Base port change to Chatham.		
Kent	.. GM Destroyer, 18 May, UK Base port Portsmouth, (a) PS Trials, (b) PS.		
Tiger	.. Cruiser, 25 May, Commissions Devonport, (a) GSS, (b) PS Trials.		
Endurance	.. Ice Patrol Ship, June, Recommissions 50 per cent Ship's Co, (a), (b) GSS Home/SASA.		
Euryalus	.. GP Frigate, June, Dockyard control at Devonport.		
Matapan	.. Destroyer, June, Trials crew at Portsmouth, (a), (b) PS.		
Ariadne	.. GP Frigate, 1 July, Reduced trials crew at Glasgow, (a) PS Devonport, (b) Building.		
Leander	.. GP Frigate, 6 July, Trials crew at Devonport, (a) PS, (b) GSS.		
Triumph	.. FMS, July, C and M party at Chatham, (a) PS, (b) GSS.		
London	.. GM Destroyer, July, LR Party at Portsmouth, (a) PS, (b) GSC Home/Med.		
Chichester	.. A/A Frigate, 14 June, Commissions Rosyth, (a), (b) PS.		
Nubian	.. GP Frigate, 3 Aug, Trials crew Rosyth, (a), (b) PS.		
Tenacity	.. FPB, 15 Aug, Based Rosyth, Commissioned Portsmouth, (a) HSS.		
Llandaff	.. A/A Frigate, 21 Aug, Refit Chatham, (a), (b) PS.		
Zulu	.. GP Frigate, Sept, Long Refit Rosyth, (a) PS, (b) GSC Home/E of Suez.		
Aurora	.. GP Frigate, Oct, C and M party at Devonport, (a) PS, (b) GSC Home/E of Suez.		
Hydra	.. Survey Ship, Nov, Recommissioning Hong Kong, (a), (b) PS Far East.		
Eskimo	.. GP Frigate, 16 Nov, Trials crew Chatham, (a), (b) PS.		
Fearless	.. LPD, Nov.		
Hermes	.. LPH, 1 Dec, Base port Devonport, (a) PS Trials, (b) PS.		
Hampshire	.. GM Destroyer, Commissions Portsmouth Mar 73, (a), (b) PS.		
Eastbourne	.. A/S Frigate, Dec, Commissions Rosyth MEAs training ship, (a) HSS, (b) PS.		
Naiad	.. GP Frigate, Jan, C and M party at Devonport, (a) PS, (b) GSS Home/E of Suez.		
Ajax	.. Trials crew Devonport, Commissions Apr, at Devonport, (a) PS (Trials), (b) PS.		
Salisbury	.. A/A Frigate, Jan.		
Danae	.. GP Frigate, Feb.		
Cleopatra	.. GP Frigate, Mar, C and M party at Devonport, (a) PS, (b) GSC Home/E of Suez.		
Achilles	.. GP Frigate, April.		
Lowestoft	.. A/S Frigate, April.		

Since July in a unique hard work since July STANAVE Korlebe first to go October, 6 Semmes la force redi goes home waters and Copes the December. Aurora too to the War of COMST

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STANAVFORLANT by HMS 'Dido'

Since July, STANAVFORLANT has been engaged in a unique series of jollies/mini-workups, which is hard work whichever way you look at it. The force since July has comprised USS *Dahlgren* (COM-STANAVFORLANT), HNLMS *Tjerk-Hiddes*, FGS *Karlsruhe* and HMS *Jupiter*. Of these, *Jupiter* was first to go, being relieved by *Dido* at Rosyth in October, followed by the relief of *Dahlgren* by USS *Semmes* later in the month. In early November the force reduces to three ships, when FGS *Karlsruhe* goes home, and after a period of exercises in Danish waters and more exercises of a different kind in Copes the force breaks up temporarily in early December. In the New Year they reassemble, with *Aurora* representing the RN, and after transitting to the Westlant area *Aurora* will assume the mantle of COMSTANAVFORLANT.

Comms-wise, the Squadron is administered by a Lieut-Comdr of the Portuguese Navy, being relieved shortly by a Dane, and despite many problems of compatibility in the multi-national force, things usually happen when they should. Normal comms circuits consist of NATO broadcast, a ship-shore guard and a Duplex intership RATT circuit, in addition to conventional UHF requirements. We do not at present use the PWO concept. Little use is made of cw except for exercises and in these the US ships opt out having now practically eliminated their cw capabilities. Harbour organisation has caused a few raised eyebrows, with each ship continuing to copy NATO broadcast, a UHF voice circuit, intership on-line RATT, all backed up by a hand message organisation. *Dido* is working to reduce this to modest proportions, but everything in the force takes time to achieve.

On the tactical side, a great deal of use has been made of flaghoisting and flashing, so don't believe the buzzes, the art of visual signalling is not yet dead. The gollies, too, have had their moments, with increasing NATO interest in gollywork, and overall the comms department gain experience in just about every aspect of communications—ancient and modern—during a tour of duty in STANAVFORLANT—which can't be bad, can it? Especially when *Tjerk-Hiddes* in the four-month period visited New York, Newport, Halifax, St Johns, Rosyth, Brest, Rosyth, Antwerp, Rotterdam, Den Helder, Copenhagen. They've EARNED their Christmas leave. Interesting thought—the Staff Officer Ops, a Lieut-Comdr RCN, with six years' experience in the Squadron, claims the most popular port to visit is — — — LEITH! With Rosyth a close second. There must be more to this NATO business than meets the RN eye.

STANAVFORLANT AT WORK

Two exercise serials run concurrently recently involved *Karlsruhe* towing *Semmes*, and *Dido* towing

Hiddes. The latter being Leanders had the advantage of a good mutual knowledge of ship handling characteristics, but the commonsense use of Type 689, together with Stornophone on *Dido*'s flight deck helped complete the tow in no time at all. As *Karlsruhe* and *Semmes* were still in the preparatory stages, the towing hawser was replaced by a 'piece of string' between the ships and speed increased step by step to 24 knots, when *Dido* and *Hiddes* circled the stationary stragglers. Reaction from the American Commodore—nil, except a curt 'You may open to the East for the next serial'—and a rescrub TOWEX next day for *Karlsruhe* and *Semmes*.

A 'Tri-partite' comms failure, when non-receipt in *Dido* of a message from *Karlsruhe* was traced to a failure of originating ship to obtain a receipt for message passed through a link, failure of a link (*Semmes*) to comply with transmission instructions, and failure by *Dido* to receive the message on the 'Out' leg on intership RATT duplex at time of transmission. (MAXIMUM TRIPLUM DIGITUM EXTRACTI?)

INTERCEPT from USS *Forrest Sherman* to USS *Dahlgren* during Exercise 'Royal Knight'—'INT ZDK (1259 separate numbers). CO on to radio gang hot and heavy, so any help in reducing our very large missing number list would be greatly appreciated. Please reply as soon as possible. Thank you—Radio gang.'

GUEST ARTICLE HNLMS TJERK-HIDDES by Anon

When you will visit Holland, with a ship on a trip through the Nordsee or on a vacation in Europe, you have to visit the capital of this country. Of course, you know that this capital is called Amsterdam. In the beginning Amsterdam was a little village, situated on the shore of the Y. In the village lived a lot of fishermen, who earned their living with fishing in the Y. Clever as those fishermen were, they sold the fish to other people and earned a lot of money, could buy larger ships, could catch more fish, etc, etc. Shipbuilders thought they were needed in Amsterdam and they established themselves in this city. They even got the name to be the best shipbuilders in the whole world and Czar Peter the Great of Russia came to Holland to learn how to build a ship. During his stay he lived in Zaandam, a little village near Amsterdam. To express his thanks, he gave Amsterdam a crown which is placed on the top of the tower of the Westerkerk. So during the golden century (1700-1800) Amsterdam became a big city which was a very important link in the commerce of the world. All the ships of the world came to Amsterdam to bring here all kinds of merchandise which was passed through to other countries like for instance Germany and Austria.

But times have changed, today it is rather quiet in the harbour of Amsterdam and most ships are going to Rotterdam which is now the biggest port of the world.

However, it is a sensation to have a sight-seeing in old Amsterdam, the old houses, the canals, the Indonesian restaurants, the elegant shopping streets, the boisterous taverns and even the bawdy red-light district in the evening. The best way to see Amsterdam?—by boat.

Today Amsterdam is one of the biggest pop spots in Europe, probably because it has at last shaken off its old tulips-and-cheese image. So you see, Amsterdam is a meeting place for everyone, as well for the older people as for the younger people and the hippies and students, for there are superior universities and the Dam-monument near the central railway station is the place for hippies and other kinds of people to come together. It is impossible to see all these things in one time but please do not forget to visit the famous diamond cutting factory, where you can see the entire process of cutting, shaping and polishing. Then, when you are satisfied you have to go to the Kalverstraat to buy some souvenirs. Even at night Amsterdam will give a lot of entertainment. There are a lot of cinemas, near the Rembrandtsplein, where you can find the conventional nightclubs also. For the adventurers under you the night-life around the red-light area, where the girls display themselves in illuminated windows, will be a nice occasion to see something of the night-life of one of the exciting cities of the world.

Enjoy yourself.

GUEST ARTICLE USS SEMMES

The change from Sixth Fleet National communications procedures to STANAVFORLANT NATO communications procedures is one which required numerous adjustments and procedural changes, but *Semmes* was able to do so in mid-October thanks to the helping hand extended by the staff communications officer, chief petty officer and the professional Communicators of other STANAVFORLANT ships. One of the major changes is the increased use of cw in NATO. Learning the procedures whereby the shore station (Whitehall) receipted for messages by cw was a new experience. A seldom-used method in the US Navy, our exposure in the Standing Naval Force has increased operator cw proficiency. Another area requiring adaptation is in both classification and message formats. Voice communication procedures are basically the same, although somewhat more precise with less plain language. With an effort by all ships varying accents seem to cause little difficulty. VHF communications are used more in European harbours than in the US and Pye VHF equipment has proven useful and after adjusting to 'Earth' and 'Valves' the technicians have been able to maintain it.

The experience we have gained in Allied communications procedures has resulted in *Semmes* having a better qualified and experienced communications division, fully capable of joining in any future NATO operation. We have found that the

procedures are readily learned and relatively straightforward, and can be easily learned when there is a will to try. The Royal Navy Communicators set a standard of excellence and were most helpful in providing assistance during the transition period.

LOUSYMOOUTH INCINERATOR OPERATOR

by Mary 'Sooty' Dunk and Sue 'Sweep' Foster

To burn or not to burn — that is the question;
Whether to burn for MSO and CRR, to suffer
The slings and arrows of the COMMS Department

Or take arms against the SCO.

And by opposing him? Siggies — to burn no more;

And by not burning to say 'We end
The charcoaled faces and two watering eyes
That incinerating gives heir to — 'tis a bronzy sesh?

One's luck's out. Not to burn, to work as a WRO
Perchance to dream; ay, green's the rub:

For in the grime of incineration one dreams of
CRRs

Then, when we have poked out the incinerator

And swept away the ash: there's the thought

That life in the MSO may be hard:

For who could bear the whips and scorns of the
SCO . . .

. . . Thus conscience does make cowards of us all.

The boss's cry of 'Get your hat'

Turns us back to the incinerator . . .

With this regard CONF. Siggies burn away . . .
— We stoke for their destruction.

Sorry Hamlet.

RUDOLPH

FM MODUK NAVY
TO RBDIDC/CINCWF
RBDIPA/HMS ENDURANCE
BT

UNCLAS

DIG RTT

REFERENCE CINCWFS WF2251/84.0 DATED 5
AUG PARAGRAPH 3

1. APPROVAL GIVEN FOR PURCHASE OF
REINDEER FODDER TO VALUE OF POUNDS
STERLING ONE HUNDRED

2. BILLS SHOULD BE CHARGED TO MODUK
NAVY VOTE 5U410 BT

Average age of entire ship's company of the
Victory at Trafalgar was 22 years. Average
age of *Danae's* Communication Staff the same —
22 years. (See editorial).

Training
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GOING THE ROUNDS IN MERCURY



The Captain
Captain B. H. Kent



The
Training Commander
Commander
I. F. Grant



The Commander
Commander
P. A. C. Harland

STAFF

GM1	Lieut M. Murphy	O1	Lt-Cdr O. D. Sommerville-Jones	SO(TAC)	Lt-Cdr D. A. Henderson
IDO	Mr R. R. W. Davies				
K1	Lt-Cdr A. G. M. A. Provost	SA(FT)	Lieut C. S. Collins	SORT	Lt-Cdr K. P. Bruce-Gardyne
MACO	Lt-Cdr R. A. Thompson	SOTO	Lt-Cdr B. D. Salwey		
G1	Lt-Cdr R. F. Cave	T1	Lt-Cdr D. Dobson	TPO	S/Lt T. J. Phillips
W1	Lt-Cdr A. B. Richardson			TRO	Mr C. P. Oliver

CINCNAVHOME INSPECTION OF HMS 'MERCURY'

After inspecting HMS *Mercury* CINCNAVHOME sent the following signal: To: HMS *Mercury* From: CINCNAVHOME.

1. I enjoyed my inspection of *Mercury* and congratulate you all on the smartness of turn out and the fine appearance of the whole establishment.
2. Training for the job at sea is undergoing many changes and I am glad to see that *Mercury* is pressing on with objective training. There is much ground yet to be covered.
3. I congratulate *Mercury* on winning the junior cross country and PASCOE on winning the divisional competition organised at short notice.

4. I am content that the communications training of the Royal Navy is in good hands.

THE NEW FLEETWORK TRAINER

by CCY E. H. Gilbert

Contrary to the Summer '71 article the new Fleetwork Trainer was eventually 'launched' at HMS *Mercury* in September 1971.

Two boffins from Research Engineers, London spent 10 days prior to the launching, testing and tuning. Their excellent work, the reliability of the equipment, together with maintenance work done by Mr. Clist (Reg) has produced surprisingly few snags. Apart from power cuts and the odd blown fuse there have been little or no problems.

Work is now well advanced on the
Second Phase of the Development

FRANK J.

PRIVETT

LIMITED

Main Contractors for the redevelopment of
HMS Mercury, Petersfield.

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At the time of writing, power cuts have in fact caused both trainers to be closed until power is restored.

The only real problem, with two trainers running, is obtaining enough voice operators to man all cubicles. Ships, locally, can help us and themselves in this. Any 'T' rating who needs or would like experience of a tactical voice net would be welcome and be usefully employed.

In the Summer '71 article, due to a misunderstanding it was stated that the exercises were run at action speed. This is not so. The exercises are in fact run at five times action speed, with the main control unit denying relative movement to the other ships. The clock however runs at action speed. Apologies to all whose stress we may have caused. Donation has been made to the RNLI.

The 'Blunder Box' continues to do well for the RNLI. The period May to December '71, Fleet-work Trainer East combined with 'West' from September produced a total of £8.96½. A noteworthy effort.

In order to provide a different slant on life in the trainer, the operators themselves were invited to comment. LRO(T) Hunt and RO2(T) Haysum this is Control over.

Since the last time we went to press the Trainer staff has changed innumerable times although many of the staff have assisted the Domestic Maintenance Group (DMG), in their efforts to maintain the general cleanliness of the establishment. However the primary purpose of the Fleet-work Trainer has remained unperturbed, although at times voice operators have been a little scarce and some of *Mercury's* lesser known 'quiet number' ratings have been recruited into the team.

Under the supervision of CCY (Gilly) Gilbert and CCY (Taff) Jones classes of prospective LROs, CYs, TCIs, International and Commonwealth naval officers have manoeuvred their way around the graticule towards perfection for safety and good manners at sea.

Among the notable systems within the trainer is the 'bone chit' system, whereby a staff operator is given a bone chit for each faux pas made by him. At the end of the week the accumulated chits are counted to establish the champion. The reigning champ is RO2(1) (Chits) Seaford.

At one stage the staff was ably assisted by some gollies and a solitary sparker, proving that job compatibility can exist. RO2(G) (Scouse) Forster proved to be an able operator surviving five weeks with RO2(W) (MUP) Hooks joining the staff as no one else wanted him. LRO(W) (Snake) Robinson was also a valuable asset to the staff.

Reg, the Trainer maintainer is still with us although we don't know for sure how much longer. However until someone finds a relief for our wandering electrical wizard no snags can really occur which cannot be instantly fixed.

The power cuts drastically reduced the amount of practical periods which could be held in the trainer, so the staff were suitably employed elsewhere, eg. doing subs for CBOs and cleaning the trainers.

Happiness reigns in the trainer with Tactical UHF about to be renamed ZAP primary due to the amount of biting done on the CCT when told to take proper station and in fact finding that the OTC or Screen Commander is the only one out of station. All are ably misled by RO2(T) (Call me clown) Cook who still thinks that the only way to get a time check is to drive his ship directly below the clock out on circle 14.



CY A. J. SMITH
by Lieut(SD)(C) Bywater, RN

Communicators who have sailed in *Meon Maid* or the *Mercury* whalers over the last few years will be sad to hear that CY Tony Smith is retiring from the Service in April.

From 1960, when the drafting cycle has allowed, he has been closely involved with all aspects of Signal School sailing but perhaps best known as the *Meon Maid* Bosun. He held the position of yacht Bosun during the periods 1960-62, 64-66 and 68-72.

It takes a lot of hard work to keep a much-used establishment yacht in tip-top condition. It is largely to his credit that *Meon Maid* and the whalers have always been a good advertisement for *Mercury*.

He has represented *Mercury* in many yacht, whaler and dinghy events and has acquitted himself well. The results stand in the records and need not be recounted here.

Yeoman Smith has also been the mainstay in introducing many young Communicators to the delights and rigours of off-shore sailing. To do this he has cheerfully given up many weekend, countless evenings and the odd slice of seasonal leave. He was well suited to instructing young men and ladies in the rudiments of sailing and seamanship and it is much to his credit that they usually came back for more.

His departure is a loss to *Mercury* sailing and sail training. We wish him fair winds, following seas and every success for the future.

FLEET CHIEF PETTY OFFICERS and CHIEF PETTY OFFICERS' MESS

by **FCRS W. G. Bernard**

Mess President: FCRS W. G. Bernard

Vice-President: FCCY P. W. Kitchin

Secretary/Treasurer: CRS J. N. Hilder

Executive Committee:

FCCY D. Counihan, CRS(W) D. A. Collins,

CCY M. W. Hartley, CRS R. C. Pyke

Entertainments Committee:

S/Sgt J. M. Ross (Yeo Sigs), CRS(W) J. Emery,

CRS(W) P. J. Edgell, CRS D. Smullen (Co-opted),

CRS A. G. Walker (Co-opted)

The establishment, following the pattern of the season, has started to move into the latter part of the spring term; summer, we are told, is just around the corner, but if we have suffered from the Leydene winter (and power cuts) then the summer to come will put the mist and rain behind us.

The biennial inspection by CINCNVHOME seemed to be with us constantly on return from Christmas leave until completion mid-February. A trying time, but effort was well rewarded by C-in-C's signal commending the establishment as a whole. Some would say it was the quality of the CPO's platoon during the march past that set the scene . . . yet others would have you believe it was fortunate we led off for the School . . . (!)

CCY Alan Hughes, past Vice-President, left towards the end of last term and is now driving a chair in *Warrior*. His willingness to take on preparing the lounge for mess functions is sorely missed: I'm sure he will be applying his committee talents to the benefit of his new mess.

FCCY Paul Kitchin has joined the team of mess policy makers as Vice-President; his experience in this field is most welcome.

Members will be interested to know that the 'redoubtable twin fathers' of the mess, CRS Jackie Fisher and CRS Gordon Laws, have finally had to part company: Jackie to another term of NCS



Mrs. Barbara Emery presenting flowers to Mrs Kent on behalf of the Mess Committee

with X Section following the bar to his long-service medal, and Gordon Laws to civilian life. After such a long career in the Branch, there can be very few serving Communication CPOs who have not benefited from the acquaintance of Gordon Laws at sometime or another. The best wishes of the mess go to you, Gordon, in your new career and may you make plenty of use of your honorary mess membership card.

Past experience shows that, socially, the spring term is comparatively quiet; I have often considered this and cannot decide whether the New Year resolutions are still in effect, summer holidays are threatening or that Leydene winter eats



Captain B. H. Kent, RN, and Mrs Kent greeted by the Mess President and his wife



Old friends dining together. Left to right: Mrs Isle Shuker, Mrs Pearl Grindley, FCRS Tony Shuker, CRS Brian Grindley



CRS(W) Dave Collins, Mrs Colbourne, CRS(W) Colbourne, S/Sgt Jim Ross, CRS(W) Elder, Mrs Elder, Mrs Harland, Cdr P. A. Harland, RN



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Whilst writing in a traditional tone, it is right I should bring attention to bear upon the Sea Dad's Trophy. Presented to the Chief Petty Officers' Mess by CRS Ansty (now FCRS) in 1964, this well-battered (without malice) pewter tankard has allowed the Signal School Fleet Chief Petty Officers and Chief Petty Officers' Mess to do battle against the Wardroom Mess on the indoor games circuit or cricket square bi-annually. To date the honours are even with the Mess lunge early in January. Here, too, it is felt all Communication Fleet Chief Petty Officers and Chief Petty Officers in the area could gather to see justice done and help perpetuate this most important event in the Mess social calendar. A challenge to put the trophy up on the cricket square, Thursday, June 29, has been received and accepted. Members wishing to attend should contact the Mess President now. A complete itinerary of events for the forthcoming term is now available from the Mess President and will be dispatched upon request.

THE CLOCKTOWER HMS MERCURY

(Note: For the record, the clock itself, however is being retained for possible use in the new church).



A black and white photograph of a large industrial building, likely a power plant or refinery. The building is dark and multi-story, with a prominent tall, dark smokestack on the right side. To the left of the main building, there is a tall, slender lattice tower. In the foreground, there is a paved area with some vehicles, including a large truck on the left and several smaller cars parked further back. The sky is overcast.

37

ago, the face-lift of the Mess lounge has now been completed with the addition of the recently installed new furnishings. A pleasant evening in convivial surroundings is now fully guaranteed.

I seem to recall I concluded my last 'report' to the magazine in a tone that suggested the Mess would shortly be 'under new management'. Never were those words of the bard more appropriate . . . 'the best laid plans of mice and men . . .', etc'. Therefore, in conclusion this time, with nothing in the pipe-line re a pending move, I offer my continuing support to the Mess and look forward with confidence to that of the members.

In: A/FCRS Boon, COEL Gotch, CCY Dennis, CRS Shuttlewood, CCY Underwood, CRS Gemmel, CCY Ogier, CCY Dommersnes, CME(P) Adlam, CRS Walker, CRS Gordon, CRS Smullen, CRS Matthews, REMNI Collins, CRS(W) Turley, CRS(W) Howieson, CREL McCullum.

Out: CRS C. S. Johnson — *Tiger*, CCY Burt — Release, CRS Maddran — Release, CRS Parkins — *Intrepid*, CRS G. Laws — Release, CRS(W) Sked — *Neptune*, CRS(W) Tufts — *Dryad*, CRS(W) Mortimer, CRS Robson — *Mauritius*, CRS Meldrum — HQ AFCENT, CCY Clark — *Albion*, CREL Baxter — *Collingwood*, CPO(SA) Marriner — *Victory*, CCY Wagstaffe — Release.

LETTERS TO THE EDITOR HMS Glamorgan

Dear Sir,

The article 'Fewer Dots and Dashes' and publication of RNSO S14/71 brought varied comment from staff and my Captain following recent experiences on passage from Simonstown to Recife and Trinidad to Buenos Aires. For long periods RATT ship-shore was a non-starter and without more ado off-line encryption and morse ship-shore came into its own. Thousands of groups were cleared via our good friends at CFH/ZSJ and it was noticeable that ZES2s were few and far between. *Glamorgan* Communicators (including LROs and ROIs) without previous morse ship-shore experience were about 50 per cent. A closed circuit training programme was quickly instituted and in no time all watches were capable of clearing traffic, thus avoiding 'key thumping' being left to a selected few. A similar passage with a staff of 10-12 wpm morse readers and no W/T procedure knowledge would be a nightmare for the CRS/RS. Perhaps 'foreign legs' are coming to an end.

Our commercial traffic continues to be cleared direct to Portishead without much trouble. (The QRY list gets longer.) On the West Indies station more so was the case, CFH RATT not accepting telegrams. Whilst it is appreciated modern communication facilities are normally effective, there are still, I feel, a number of Communicators who are proud of being Sparkers and whose skills are not yet redundant.

Yours faithfully,

B. HEATON, CRS.

Comment by HMS Mercury by Front Office

CRS Heaton and others can be reassured that there will continue to be a large number of 'key thumpers' in ships for a very long time to come. Although JRO/RO3(G)s will only be capable of reading morse at 10-12 wpm, they will all return to *Mercury* as RO2(G)s for a Part III morse course which will bring them up to 20 wpm and teach them W/T procedure.

The RO2(G) and above will then become the principal morse operator of the future, available for those occasions when 'dots and dashes' are in vogue. Few will argue that these occasions are becoming rarer.

'Twemlow', Llanasa, Holywell, Flints.

Dear Sir,

Your editorial on Burnham W/T brought back nostalgic memories. In 1947 I was a hostilities only (HO) rating (Signalman T/P) and served at Burnham on the Burnham/Whitehall teleprinter net.

In those days the NOIC and all the POs of the watches were the last members of a Branch which is no longer in existence, the SWS whose terms of service were slightly different to normal, in that they only served in shore wireless stations.

Another recollection of those days was the fact that apparently there was never Christmas leave, as during that period traffic to and from ships built up to astronomical levels with greetings telegrams, etc, so leave was taken early in the New Year.

My time at Burnham largely helped to pleasantly shape my future, for as a result of a friendship with one of the civilian staff, who was a licensed amateur, I became G3FSW/GW3FSW and joined the RNV(W)R as a telegraphist after demobilisation and have since continued my association with the world of communications. I am now SCO of Mersey Division RNR.

Yours sincerely,

IAN WILKS.

11 Buckingham Place, Brighton, BN1 3TD.

Dear Sir,

'Tis many moons since I have had such a chuckle as I have with the winter issue of THE COMMUNICATOR.

Who pinched whose 'ass'? Early in December I received a copy of the current issue of the RNARS News Letter with a full page beautifully drawn cartoon showing an ass with an apparently much distressed matelot going stern first to nowhere, and a caption beneath saying: 'It's no use sitting on your ass and worrying'. 'Get Active'. When later in the month I received my copy of THE COMMUNICATOR — lo and behold — mine ass turns up again, in print this time, but with the second part of the caption missing. Do we not now 'Get Active', but just sleep on?

A. J. ERREY, RNARS 225.



HMS Tamar, BFPO Hong Kong.

Dear Sir,

Thought you might be able to use the enclosed photo (with suitable caption, of course).

Left to right: CY Charlie Farnes, CCY(TCI) Peter Ward, CY Dennis Barwick.

Yours faithfully,

A. J. FARNES, CY.

(By the Editor: If anyone has a caption, send it in to me, please.)

THE GULF

by Sub-Lieut A. E. Knight, RN

Buraimi Oasis, the lost city of Dilmun, the Rlib al Khali or Empty Quarter, the Beni Hedyia tribe: in short, the Persian Gulf. Romantic names that smell of history. Civilisation's long dead were born in this hot and dry womb — and some of the peoples of this era still cling tenaciously to an ancient life pattern that has changed little from the pattern of their ancestors. During the period when the British East India Company was competing for trade with the Gulf Kingdoms, pirates were the main hazard, and British gunboat diplomacy gave birth to a truce between HMG and the Emirs and Sheiks of what is now known as the Trucial States.

Until recently British ships based at Bahrain were employed on patrols around the coasts of the States and, although pirates were not the target, they still appeared from time to time. The MCMVs of the 9th MCMS were partly employed patrolling the coasts of Muscat, Oman, Ras Al Khamia and other States in a planned search for illegal immigrants, drugs, rebels or arms. Dhows were boarded and searched, identity cards and arms certificates checked.

Just prior to sailing on a typical dhow patrol, HMS *Wiston* was informed that War Dog Hawk, together with RAF handler, would be flown in from Cyprus and accompany the ship on patrol. War Dog Hawk's forte was the ability to sniff out explosives and arms, an ability he demonstrated very convincingly on several occasions.

The ship's company were apprehensive about the imminent arrival of War Dog Hawk, as Hass, the ship's dog considered *Wiston* his personal Command. Would there be a clash of personalities resulting in several thousand pounds worth of sensitive nose being rendered useless? War Dog Hawk turned out to be the fattest, friendliest black Labrador ever seen! How was he going to get into the gemini without capsizing it, or board a high-sided dhow from the gemini? The buffer soon solved these problems by designing a canvas sling, with rope attached, and holes cut in the appropriate positions through which Hawk could thrust his legs. The test run was conducted with the ship's company lining the guardrails, eager for the spectacle. Hawk's handler in the meantime was putting up a brave front, but appeared worried at the way events were progressing. Hawk was strapped into his sling, lifted off the deck and swung out over the ship's side above the waiting gemini. Hawk's reaction was to stretch his legs out at peculiar angles in such a perfect imitation of a very fat, black-legged coffee table that the ship's company erupted into laughter. Hereafter he was known as the 'flying pig'. If the spectacle produced the same helpless laughter from an Arab crew, so much the better!

Wiston sailed the next morning, transiting the windy, reef-bound channel that prevents large vessels approaching Bahrain, and headed out into a slight swell at 12 knots, towards the Masandam peninsula. Hawk's waddling gait became more of a drunken roll, and the pleading in his eyes proved that he was no sea-dog. Passage to the patrol area proved uneventful, although at night patches of sea exploded into brilliant blue light as the luminescent dwellers of the sea reacted to our passing.

Wiston arrived off the port of Ras al Khaima at 1200, the patrol was to commence at 1800 that night. Surrounded by local fishing craft, the ob-



Friendly Fishing Dhow

vious way in which to provide a little light relaxation immediately became obvious. Fishing lines went out and the competition was begun. In 50 fathoms (300 feet) of water the lines were lowered and the fish were hauled inboard. Violent colours, yellows and blues, golds and green; vivid contrasts clashed with bizarre shapes. Grouper, shark, barracuda — beautiful steaks for breakfast — coral eaters that could bite through a hook. The fishing was good, but duty called.

The patrol line lay off the town of Buhka, a large village at the centre of which stood a fort, the residence of the local Wali, or Mayor. At ranges varying from three to eight miles off the coast, *Wiston* patrolled a line 12 miles long parallel with the coast. Two dhows were challenged by the interpreter during the night, but no boardings took place. Morning saw *Wiston* poised for action and a large, well-laden dhow obligingly heaved itself over the horizon heading for Dubai.

'Hands to dhow boarding stations'.

The gemini was swung out and lowered; equipment passed down; weapons and ammunition issued to the boarding party. The practised ease of the operation hid a slight tension which was sensed by all. The rebels in the hills were being supplied with arms, would they be found in this dhow?

Into the gemini clambered the boarding party and interpreter. War Dog Hawk made a less dignified figure, but settled quietly as the gemini pulled away. The dhow could now be detected by the smell. Homing on this one at night would be simple!

'Salaam alikhom', greeted the interpreter.

'Alikhom as Salaam', answered the Nakodar or captain.

Boarding a well-laden, high-sided dhow in a flat calm is not easy, and to say the least the boarding party are particularly vulnerable at this point. Despite the fact that they are covered by a man in the gemini with a SMG, and the ship has

a twin Oerlikon mounting and a Bren gun all trained on the dhow, the thought that a fanatic is quite willing to die for his cause is stressed at the briefings.

The first man onboard the dhow has an SMG, he gestures the crew and passengers to the bow and covers them whilst the remainder of the boarding party clamber aboard. Whilst the interpreter questions the Nakodar and crew in turn, the boarding party commence the search of engine room, bilges, the cargo hold which may contain dried salted fish — or worse, grain or meal. The flora and fauna that inhabit a dhow is a representative cross-section of all the phobias that one could develop. Rats, cockroaches, scorpions, snakes, beetles (assorted), slimy growths on bottom boards, slithering sounds and the SMELL! Probing, crawling, systematically covering the dhow, the search progresses slowly. Hawk has proved his worth — despite the smell. Two ancient muzzle loaders were found together with an automatic pistol. The Nakodar and crew can produce licences, however, so these arms are legal. Hawk, however, has now become confused and insists on sitting on a lady's make-up bag. A search produces nothing more incriminating than eye-shadow made of soot and oil, henna for the hair and similar unidentifiable Arabian cosmetics. The search completed and pleasantries exchanged, Hawk once again takes to the air and the boarding party withdraw and return to *Wiston* and a ship's company who hold their noses in disgust.

Several dhows are searched in this manner with similar results. Dusk creeps over the sky and the heavy heat of the day eases, but there is no relief for *Wiston*. Another dhow is spotted on radar coming from the direction of Dubai and heading for the tip of the Masandan. The boarding party prepare for another boarding. This dhow is suspicious, attempting to evade interception and burning no lights. In addition, on being boarded, she is found to be in ballast with a relatively large crew and the interpreter detects a nervousness amongst them. The Nakodar soon dispels any doubts by leading the boarding officer to a large pile of stout sacks, strung together with very strong rope. A sack is slit open and unrolled; two canvas waistcoats are revealed into which has been stitched small cakes of solid gold. Each waistcoat weighs about 70 lbs. A rough calculation on the spot gives a fortune in gold bullion on hand, totalling £8,500,000. Those pirates of the Trucial coast knew what they were after. Somewhat shocked at the vast wealth, the boarding party return to *Wiston*.

The Nakodar is taking the gold to Pakistan or India, where it will be sold at a large profit. The Nakodar's reward for this transportation is a mere £100. He will return with a cargo of silver which will be worked by the Dubai silversmiths



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into ornaments and sold locally or exported to the surrounding States.

The whole patrol progresses in a similar fashion, Hawk accepts his regular take-offs with progressively greater aplomb. The smell of dried fish and the scratching of returning sailors becomes accepted, with reservations.

Eventually the patrol ends. A quick fishing competition to restock the depleted larder followed by a banyan or barbecue in Khor al Quwai and then back to Bahrain. The next patrol is weeks away. Hawk flies back to the more familiar life in Cyprus, Hass settles down again as master of the FX, and the ship's company retire to the Two Seas Club to relate their latest exploits to the unlucky naval personnel who are based in Bahrain and are not able to travel the sea lanes of the Gulf.

BREAK A SIGNAL

by CRS Cockett, X Section

The Communicator of a ship has always been faced with problems. One of these is the means by which he can communicate classified information without informing the enemy. To understand the problems from the Communicator's point of view and how we overcome them, it is necessary to think back to much earlier days. The same problems existed then but in a much more basic form. In early times the interception was simple; the courier was stopped, hit on the head, and the information stolen, or one obtained the raw information from source. The requirement became obvious for man to communicate with man whilst denying that communication to a third party. The Spartan, Roman and Egyptian battle commanders had a simple answer: the baton or chair leg system, properly known as the Scytale method. Their messages would be inscribed on a long narrow strip of parchment wound round a cylinder. The strip was then removed and would appear merely as an unintelligible jumble of letters. This would be despatched to the intended reader who would then wind it tightly round a cylinder of exactly the same size. Only then could the message be understood.

Following on from the Scytale method, Julius Caesar (who lived between 100 and 44 BC) developed a method of moving the letters of the alphabet forward three, so that A became D, etc. Even the Bible contains a simple cypher, for in the Old Testament, Jeremiah, Chapter 25, verse 26 appears the word Seshach: this word was written by Jeremiah (using a Hebrew alphabet) for the word Babel. The Celts who inhabited Britain before the Romans used a system of varying strokes on stone monuments (known as Oghams) to indicate secret information.

During the 16th century the Papal authorities

devised crypto systems as we know them now. Geronimo Cardano, an Italian born in 1501, invented the Trellis cypher. His method was to cut identical holes in two pieces of stiff card. He sent one to the person with whom he wished to make secret contact and the other he kept. Placing the cut out card (Trellis) over a blank page he would then write his message through the holes. Then, he removed the card and filled in the rest of the message to make it appear as a harmless letter. A similar method was used extensively by Cardinal Richelieu. In 1538, Giambattista Della Porta, another Italian wrote one of the first books on codes and cyphers and invented the box and dot method. Between the 16th and 19th centuries improvements were few and far between; but we must not forget Kempenfelt and Pascoe.

At the turn of the present century we saw the advent of radio. Here for the first time we had a situation whereby a communication could be intercepted without either the originator or the addressee being aware of it. In addition, it was found that considerable intelligence could be gained from the communications itself, for instance, D/F, number of ships, ship's movements, etc. Although sometimes used for economy, as in the sending of telegrams, codes and cyphers have been used and developed mainly during wartime. In fact it was a decoded telegram which helped decide the outcome of the first World War. The message was Germany's attempt to induce Mexico to attack America in return for considerable gains. Thus America joined the Allies against Germany.

Two famous examples of wartime codebreaking can be mentioned. The first example concerns the Americans who broke the Japanese cypher about Pearl Harbour, in fact records prove that the Americans actually broke this signal before the Japanese themselves had completed decyphering it. The second example concerns the sinking of HMS *Glorious* in June, 1940. The ship, freighting in the North Sea, made the normal daily position signal in the appropriate cypher system which had been in force without major change for some years. During this period, German Intelligence had succeeded in breaking the security of this cypher system and, upon receiving a monitored report of *Glorious'* latest position, were able to divert the *Hipper* to intercept. The result, the loss of *Glorious*, two destroyers and a merchant ship. It is also a fact that analysis of German Intelligence archives after the war revealed as much as 70 per cent of their intelligence was gained from our coded signals.

The S and S (Space and Security) prevent me going further with this article, but the message is surely clear, that as long as we need to communicate classified information we need methods of coding and cyphering, and perhaps the modern communicator is not as badly off, or has as many headaches and problems as some of his predecessors.

WHAT THE FOREIGNER LEARNING ENGLISH HAS TO CONTEND WITH

by Anon

You must agree, it don't make sense that when we take the present tense of verbs and put them in the past there ain't no rule that's hard and fast to stop you coming down a cropper when learning how to say them proper.

One doesn't need a clever head with past tense verbs that end in 'ed' and even any gormless fool can see that such a simple rule makes far more sense than when we try to knock the 'endings' all awry.

Let's take a case, the verb 'to sing': compare it with the verb 'to bring'. If 'sing' is changed to 'sang', we ought to change our 'bring' to 'brang' not 'brought'. But if the past of 'bring' is 'brought' then why the hell change 'seek' to 'sought'?

If 'fly' is 'flew' it follows too that 'cry' is 'crew' and 'try' to 'trew' and if 'light' is 'lit' then 'fight' is 'fit' but 'fight' is 'fought', so think of it instead of 'lit' why not say 'lought', it really is an awful thought.

If 'make' is 'made' and 'take' is 'took' then surely when you 'woke' it's 'wook' or 'wade' of 'tade' or 'mook' or 'moke' it's really got beyond a joke. Imagine saying 'Whilst she slept someone through the window pept'.

The rule that changes 'sit' to 'sat' applied to 'hit' should make it 'hat' but hat's a noun and that won't do so present's 'hit' and past is too! And if we must change 'stick' to 'stuck' then why say 'picked' instead of 'puck'?

Anomalies there are galore: it really is an awful bore. I find it very hard to see just why these endings can't agree. Pity them foreigners what try to master all these syllabi.

Cause after all is said and done, they'll have to learn them, one by one, remembering when they are 'telt' just how the blessed words are spelt: contrariwise, when they are told, they must remember how they're 'spold'.

ROYAL NAVAL WIRELESS TELEGRAPHISTS (1918) ASSOCIATION

NEWSLETTER

Another milestone has been passed—and we still soldier on—or should it be sailing on? Our 39th Annual Reunion held on board HMS *Chrysanthemum* on Saturday, September 25, was, as is usual on these 'Annual Occasions', a huge success. The dinner itself was one of the tastiest we have had for very many years, the Canteen Manager and his wife are to be congratulated for putting on such an excellent meal.

Prior to the dinner, 40 of our members mustered in the Ship's Cinema Room, where the Admiralty film unit, controlled by CPO H. Hebblethwaite and CPO L. Hewitt, gave us an hour's film showing of The Grand Fleet, snippets of The Battle of Jutland (taken from the British and German film units) and the sinking of the *Barham* in the last war. Finalising with a film of HMS *Mercury* the Signal School of the Royal Navy, called 'Make a Signal'. Our very sincere thanks to those two gentlemen who forfeited their Saturday night off to entertain us 'old timers' at our Annual Reunion. We hope they enjoyed our company as much as we enjoyed theirs and also their films.

Our numbers were slightly down on last year, but we must except this as the years roll by, however quite a number were away on holiday, so to avoid the holiday clash we have decided to defer next year's Reunion by a fortnight, bringing the 1972 Annual Reunion date to Saturday, October 14. So fix your holiday dates to avoid that day.

Although the lighting arrangements are much improved on board *Chrysanthemum*, the acoustics are still very poor, and coupled with the fact that most of us are getting to the 'hard of hearing' stage, the committee agreed that something must be done to enable all present to hear the 'after dinner' speakers. During the debate on this question someone remembered a masterpiece of a talkie machine made up out of old mess deck tea chests and odd bits from a model 'C'—it was really the 'cats whisker', so much so that the ship's company of the *Royal Oak*, back in '28, were the envy of the Med Fleet with their talkie cinema machine—the designer and mechanic of this contraption was none other than our own Committee man Polly Perkins, so in one huge broadside he was detailed and given the opportunity to volunteer to make up an amplifier and supply and fit one loud-speaker and microphone. That was on Monday, October 4. Today, just three weeks later, I am very pleased to inform all our members that the evolution has been successfully completed—tried and tested, it is the real McCoy and it runs on dry cells. Thanks Polly, you've done a good job. No wonder the *Royal Oak* was so proud of you.

We were very pleased to welcome about a dozen guests at the Reunion, most of whom are regulars to our function, particularly our 'Guest' speaker,

Lieut. Comd other 'old the same men' hoos permuon sentatives

Six of end as the Associa Hon Sec ing five too, like year, he of the pos membership fast and Chief: T all six of fortable of the S mentioe laught in that the Morse Co handle the other form '20's, the would was so far only by such a pr And up Commis London October 7 demolis gramme years. It of HMS small off To end five of or last 12 m South De wood, H. Elinham Chapm an choring

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Lieut-Comdr 'Jumper' Collins, BEM, RN, and that other 'character' 'Charlie' Steele—it wouldn't be the same without you two. I mention these two gentlemen because they always complete a 'double'—permanent guests of our Association and also representatives of the Communication Chiefs' Association.

Six of our members had a very enjoyable weekend as the guests of the Communication Chiefs' Association at HMS *Mercury* in September. Their Hon Sec 'Bill' Bugg, MBE, RVM, does all the organising for this Reunion and what a job he makes of it too. Like our own Association they only meet once a year, but 'Bill' must be working on it for six months of the year to organise it as he does. A cabin for each member-guest, cup of tea in the morning, lovely breakfast and 'Bill' takes care of 200 'lonely and hungry' Chiefs! Thank you 'Bill', and your Committee, from all six of us, for making us so welcome and comfortable. During the course of the evening the Captain of the Signal School, Capt B. H. Kent, casually mentioned that the Morse Code is no longer being taught in the RN. We of our heritage always believed that the 'main armament' of the 'sparker' was the Morse Code. The speed with which he could manhandle those dits and dahs was unequalled by any other force in the world. In the Med Fleet in the '20's', four destroyer Flotillas consisting of 36 boats would answer the Flagship in 2 mins dead, the speed was so fast that each transmitting ship was recognised only by its note—ah well! Those were the days and such is progress.

And speaking of progress, for many years our Committee has met in a small room at the UJC, London, we met there for the last time on Monday, October 4, the reason being that the UJC is due for demolition in December, prior to a rebuilding programme, which will not be completed for several years. It was suggested that we apply to the Captain of HMS *Chrysanthemum* for the use of one of their small offices for our quarterly Committee meetings.

To end on a sad note, I regret to inform you that five of our members slipped their cables during the last 12 months, they are P. J. Oliver of Teignmouth, South Devon, F. Lansdowne of St Leonards, Ringwood, Hants, J. Gartry of Woking, Surrey, G. E. Flintham of Bridlington, East Yorks, and C. H. Chapman of Winchester, Hants. May they find safe anchorage and rest in peace.

MACFITCH

SAILING FOR PLEASURE

by Lieut Worthington, RN

Unfortunately *Mercury* lies a long way from the sea. They do say that on a fine day the Solent can actually be seen from most of the high buildings in the establishment, but this is little consolation to the ardent sailor and poor encouragement to the enthusiastic novice.

To make an attempt to sail either for pleasure or competitively requires a great deal of enthusiasm. Boats are available and come in various shapes and sizes, but for the novice there is the problem of finding someone more experienced, and equally enthusiastic, to accompany them. The establishment has a first-class yacht *Meon Maid III* which has a berth at the Royal Naval Sailing Centre situated on Whale Island. It enters most of the naval sailing races, and takes an active part in other meetings, such as Cowes Week. It is maintained by a Communications rating who holds the necessary qualifications to sail such a vessel. The crews are all volunteers, and although they are required to have a certain amount of sailing experience for racing, novices are taken out regularly and are always welcome. A calendar of events is held by the Yacht Officer and there are normally vacancies throughout the season.

Perhaps you are not so keen on ocean sailing, or prefer to potter around in smaller sailing vessels. You may even feel that you would like to get the rudiments of sailing in a smaller craft before venturing out in the larger type. For this purpose there are the whalers and dinghies which are also kept at the Sailing Centre. HMS *Mercury* owns two whalers and these are raced competitively between March and October by volunteer crews. They have done exceptionally well this past season, winning three trophies. They are also available for recreational sailing, and may be booked through the establishment Sailing Officer. Even smaller are the Bosun dinghies, which despite their size are fast, manoeuvrable craft and are regularly raced within the Command and also between Commands. These do not belong specifically to *Mercury* but may be hired through the Sailing Officer for a small fee.

It is fairly obvious that certain qualifications must be held by persons wishing to take a boat away. These are laid down in current DCIs and can easily be acquired with a few hours' training. It is not necessary, naturally, for crewmen to have these same requirements but it is necessary for them to swim. There are a number of good sailing instructional books available in bookshops and most public libraries, but these are useless unless, like most pastimes, practical experience is gained.

As previously mentioned above, the whalers have done well. They won the Howard Davis Trophy, the Minerva Cup and the Sussex Cup. The latter two were held by *Mercury* from the 1970 season, and there is every hope that we can retain them in 1972. The Bosuns are not proving so popular, and unfortunately have been withdrawn from any competitive race so far as *Mercury* is concerned. However, they are available during the season and should enough support be forthcoming there would be ample opportunity for the establishment to enter any of the many Bosun Championships that take place within the Command.

Most of the sailing is done by those few stalwarts of the establishment who are willing to make the

most of their spare time. Three senior rates and half a dozen members of the Signal School mess have been our mainstays during the 1971 season, and it is hoped that we may be able to find other keen types as replacements and to assist those remaining next year. Communications Yeoman A. J. Smith, who is currently the Bosun of the *Meon Maid III*, has done a great deal to enhance the name of *Mercury*, and with the assistance of regulars like RS Knewitz, ROs McEntivv and Geere, and Ck Race, has won the Sussex Cup. He also shares the Minerva Cup with another Mercuryite, CY J. C. Smith. Another successful Cox'n has been CRS H. Julian, who with a crew of the fairer sex, won the Portsmouth Command Whaler Championship, the Howard Davis Cup. These coxswains are not, unfortunately, with us forever and replacements are urgently required for next season. How about you having a go and spending a few hours of your spare time in an exciting, invigorating, pastime which can be carried over to your next ship and make you a worthwhile member of its ship's company?

LONGROOM PORT CONTROL STATION

by CY W. J. Finlayson

Commanding a panoramic view of Plymouth Sound from the north, the station, as its name implies, is responsible to the Captain of the Port and Queen's Harbour Master Plymouth and Devonport (Capt D. K. L. Learmont, DSC*, RN) for the control of HM Ships and RFAs, and to some extent, in liaison with Trinity House Pilots, merchant vessels entering and leaving the port of Plymouth. The station was officially opened on November 11, 1970, by the then Flag Officer Plymouth Vice-Admiral A. T. F. G. Griffin, CB, and renamed Longroom Port Control Station (formerly known as Longroom Signal Station). To the many Communications Yeomen who have served in the old lookout on the patio, the new building would be a sight to behold and seem somewhat awe inspiring at first glance. The inside and equipment therein reminds one of the enterprising 'Moon' capsules with so many radio sets and instrument panels in front of the CYOW, one tends to sit down, look for and locate the seat belt, press one further switch, start the count down and prepare for your first 'solo' across Plymouth Sound.

With the closing of the Breakwater Port on November 2 last year, the complement of Port Signalmen has been divided between ourselves and our sister station at Flag Staff Steps in the dockyard, the latter being manned entirely by civilians. Longroom staff consists of Lieut-Comdr J. McDonald, RN, AQHM, CCY C. A. Kennedy, CY T. G. Penrose, CY H. Annakin, CY B. G. Woodhouse and myself. The Port signalmen, ex-CCY's Mr Farrer (late of STC Drake), Mr Wilkinson, Mr McGowan, Mr

Richards, Mr Flowers sound pilot and Mr Jessop picket boat coxswain. From the outside we look like any other signal station, a flag locker, mast with numerous halyards and a 10-inch SP. Once inside the lookout you can forget all about 'Wheels and Turns', the only 'formed' state you will see during your 24 hour watch will be several swans in line ahead and is, as in any squadron of ships, susceptible to the odd 'Station' from the leader. Voice procedure is as prescribed in the 'Multi-lingual Manual for Dockyard Mates' with no holds barred as to who gets on the net first. We can and do man Channels 8, 13 and 16 VHF, HF tugnet and shortly will have a type 691 UHF voice circuit in operation.

During times of emergency such as a requirement for the Plymouth lifeboat to be launched, we are responsible for the firing of the maroons. We can listen to and assess the situation on 2182MHz and forward reports to the authorities in the Command and the staff of the Flag Officer Plymouth. A closed-circuit television enables us to cover all the Sound area, up the river Hamoaze and into Cawsands Bay. The camera is situated on Drakes Island and is remote controlled from the Station. Since Breakwater Fort is closed and Drakes Island obscures visual sightings of the Sound in a direction South East of Longroom we can train the camera in that direction and pick up ships at buoys and also keep an electronic eye on the sailing boats which, when the sailing season is in force in Plymouth, are out in their hundreds.

With the added responsibility of safety in the Sound in our court this is very useful and a rescue craft can be diverted at the first sign of a vessel or boat getting into difficulties. Ships entering the Sound and anchoring at one time posed a problem in so much that an exact plot could not be kept and consequently merchant ships would anchor in areas of the Sound that are prohibited anchorages, but since opening the new station we have had a radar set installed and this problem has been overcome. The radar is also useful for locating and plotting expected arrivals approaching Plymouth.

To those Yeomen who may find themselves with a draft to Longroom it may be a tip to butter up the RPI, do a few dog watches in the ops room, learn about metric charts and Port and Starboard Hand Buoys, etc, and when you arrive you will have had it made. Sitting in the lookout at night you see the Light Buoys each flashing out its own message and not as some people think, to make the Sound look pretty.

Life at Longroom is never dull. We overlook the Marines soccer pitch and many varied and interesting incidents are seen both on and off the field of play. Various enquiries are received from the local population like the night it was blowing a force nine and an irate citizen rung up to say he had a Frigate banging on his back wall. He was nearly right, it was in fact a Minesweeper that broke her moorings and came to rest against his garden wall. Ah well, we have all been up the creek at one time or another.

Name
ARMITH
ADAMS, E
BURNS, B
BEATTIE
BAWTR
BATES, I
CRAIG, J
CARVER
CARR, A
CARTW
DUNCAN
DREYER
DAVIES, J
DRAKE-W
FRANKS
FERGUSON
GRiffin
GEORGE
GUNS, D
GOOCH, L
GADWIN
HERRON
HOWELL
HUGHES
HAMILTON
KEIRSON
KNAPP, R
LOWDES
LANG, A
MCLEAN
McDERM
MILLER
MACDON
MORROW
O'REILLY
PENNY, J
PEARCE, J
PRINCE, F
PROVIEL
RUSBY, C
REED, G
RICHARD
SANDS, M
STRAW, J
STRAKER
SAMUAL
SALEY, L
STOCKTON
TULLIS, C
TATE, J
TRAIL, C
TILLEY, J
WALKER
WILLIAMS
WITHERS
WILLIAMS

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
ARMSTRONG, J. G. B.	Lieut-Comdr	Language Study
ADAMS, B. J.	Lieut-Comdr	SNOWI as SCO/Flag Lieutenant
BURNS, B.	Lieut	Mercury as W1
BEATTIE, J. M.	Lieut-Comdr	ASWE as Commander
BAWTREE, R. M. H.	Lieut	Scylla
BATES, F.	Sub-Lieut (SD)	Neptune as A/SCO
CRAIG, S. E.	Second Officer, WRNS	Staff of C-in-C Fleet/CINCEASTLANT
CARVER, D. J.	Lieut-Comdr	SCO/Flag Lieutenant to FOF2
CARR, A. F.	Sub-Lieut	Bacchante
CARTWRIGHT, N. R. H.	Lieut	Blake
DUNCAN, D. A.	Lieut (SD) (SM)	SM2 as SCO
DREYER, J. C.	Commander	ASWE as C1
DAVIES, J.	Lieut-Comdr	SCO/Flag Lieutenant to FOST
DRAKE-WILKES, J. B.	Lieut	Leander
FRANKS, J. T.	Lieut-Comdr (SD) Retd	Raleigh
FERGUSON, J. McN.	Lieut	Glamorgan
GRIFFIN, L. S.	Third Officer, WRNS	Staff of FOSNI
GEORGE, C. M.	Third Officer, WRNS	Commcen Whitehall
GUNN, D.	Lieut-Comdr	JMOTS
GOOCH, L.	Sub-Lieut (SD)	RNU Tangmere
GADSEN, P. G.	Sub-Lieut (SD)	Argonaut
HERRIN, L. M.	Third Officer, WRNS	Staff of FO, Gibraltar
HOWELL, R.	Lieut	Antrim
HUGHES, I. B.	Lieut	Diomedes
HAMILTON, C. B.	Lieut	Juno
KERRISON, A. C.	Sub-Lieut (SD)	Apollo
KNAPP, M. G. A.	Lieut	Brinton in Command
LOWDEN, G. W.	Commander	DNS 23N
LANG, A. L.	Lieut	Kent
McLEAN, T. B.	Lieut (SD)	Dolphin—FMST 10
McDERMOTT, J. H.	Lieut (SD)	HQ AFNORTH as OIC Commcen
MILLER, K.	Lieut (SD)	Staff of ACR
MACDONALD, A. N. A.	Commander	COMEDNOREAST
MORROW, A. J. C.	Lieut	Danae
O'REILLY, D. A. P.	Captain	COMNAVSOUTH as A/COS(C)
PENNY, J.	Commander	MTS
PEARCE, J.	Commander	DNS 1N
PRINCE, P. C.	Captain	Royal College of Defence Studies
PROVEST, A. G. M. A.	Lieut-Comdr	Mercury as K1
RUSBY, C.	Captain (Commodore whta)	SNOWI
REED, G.	Lieut (SD)	Tamar as BCO
RICHARDSON, A. B.	Lieut-Comdr	Minerva as First Lieutenant
SANDS, M.	Commander	RNSC Greenwich
STRAW, H. B.	Lieut	PWO Course
STRAKER, B. J.	Captain	MOD as DN Plans
SAMUAL, C. S.	Lieut	Arethusa
SALT, L. S.	A/Sub-Lieut (SD)	Phoebe
STOCKTON, M. A.	Lieut-Comdr	Staff of FONAC
TULLIS, G. M.	Lieut-Comdr	Palliser in Command
TATE, J.	Lieut (SD)	Commcen Whitehall
TRAIL, C. G.	Lieut-Comdr	Mercury as XE1
TILLEY, A. F.	Lieut-Comdr	Mercury as SORT
WALKLETT, C. H.	Lieut (SD)	Dolphin
WILLIAMS, R. M.	Sub-Lieut	Cleopatra
WITHERS, P.	Lieut	RAN Exchange Service
WILLIAMS, D. C.	Second Officer, WRNS	DNS

RETIREMENTS

CREMER, D. Commander
HOSEGOOD, M. E. Lieut-Comdr
WILSON, D. A. Lieut (SD)

BRYANT, C. F. Lieut (SD)
McDOWELL, V. E. Lieut (SD)

PROMOTIONS

To Commander: J. M. BEATTIE, R. K. DIBBLE, C. H. LAYMAN, B. D. SALWEY

To Lieutenant-Commander: P. J. KING

To Acting Sub-Lieutenant (SD): K. P. ARMITAGE, P. G. McWALTERS, D. L. PALMER, V. W. J. SMITH, R. W. TALMA

SELECTION FOR PROMOTION TO FLEET CHIEF PETTY OFFICER (SEPTEMBER 30, 1972)

To FCCY: R. C. DAVIES, G. DUNCAN, H. J. SODEN, N. WHITLOCK

To FCRS (G): F. W. ARBUCKLE, J. A. BRADLEY, D. J. CALESS, J. A. FARLEY, D. A. MARKS, P. S. SNAPE

To FCRS (W): P. D. O'CLEE

PROMOTIONS TO CHIEF PETTY OFFICER

To CCY: R. K. HOWE, G. C. SMITH, R. D. SYLVESTER, T. D. DANN, D. E. MACLEAN

To CRS (G): B. L. POWELL, R. C. MATHEWS, T. B. HOOD, A. G. WALKER, C. J. LAWLEY, E. R. LLOYD,
G. L. LONGDON, M. S. DALY, D. WOODLAND, M. V. TIMSON

To CRS (W): P. A. BELCHER

To CRS (S): J. R. CLISSOLD, E. C. BAKER

HONOURS

BEM: CCY A. V. ATKINSON, G. P. DANIELS

DRAFTING

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

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

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
ALLEN, M. J.	RO3(W)	Cleopatra	BARNES, M.	LRO(G)	Nubian	BEE, D. R.	CY	Devonshire
ANDERSON, J. K.	CRS	GCHQ	BERKELEY, M. P.	RO2(T)	Malabar	BULL, J. H.	RO2(T)	Glamorgan
		Cheltenham	BLIAULT, R. C.	RO2(G)	Hermes			
ALLISON, J. H.	CY	Hardy	BARROW, R. P.	RO2(W)	Arethusa			
APPLEBY, I. A.	RO2(G)	Juno	BIRCH, R. J.	RO2(G)	Bronington			
ASHBEY, P. S.	RO2(W)	Lincoln	BROWN, G. A.	RO2(G)	Nubian	CARVER, L. L.	JRO(G)	Torquay
ALLEN, G. C.	RS	RNU	BARRAND	RO2(G)	Mercury	COLEMAN	LRO(W)	Neptune
		Tangmere	BARRY, P. J.	LRO(W)	Mercury	CLARK, P. H.	CCY	Albion
ARROWSMITH, B.	LRO(G)	Neptune	BENTLEY, K. R.	JRO(G)	Whitby	COOPER, C. G.	JRO(W)	Rhyl
ATTOE	RO2(T)	Mercury	BARSCH, M. P.	RO2(W)	Mohawk	COOK, P. J.	RO2(T)	Centurion
ARTHUR, R. D.	RO2(G)	Mercury	BISSELL, I. J.	RO2(T)	Victory	CLACEY, R. A.	RO1(G)	Mercury
ARMSTRONG, C. J.	RO2(G)	Dido	BROWN, A. W.	LRO(W)	Caledonia	CARR, R.	RO2(T)	Bulwark
ALDERSON, A. W.	CRS	Leander	BARLOW, D. A.	RS	Victory	COLEMAN, N. R.	RO2(W)	Dolphin
ATHA, M. W.	RS	Rooke	BOLTON, P.	RO2W	Mercury	CHAPMAN, W. M. C.	RO1(G)	Norfolk
AUSTIN, R. K.	RO2(W)	Argonaut	BROADLEY, P. W.	RS	GCHQ	CASSIDY, E. P.	RO1(G)	Norfolk
APPLEBY, S.	RO2(G)	Abdiel			Cheltenham	CASSIDY, V. P.	RO2(G)	Bristol
ATKINSON, E.	JRO(G)	Intrepid	BENNETT, D. J. H.	RS	GCHQ	CORRAN, D.	RO1(G)	Argonaut
					Cheltenham	CURRAN, A. M.	LRO(G)	Zulu
			BARNETT, C. D.	LRO(W)	Andromeda	CLIFF, P.	RO2(T)	Sirius
			BAILLIE, J.	LRO(G)	Undaunted	COOMBES, B. G. F.	CRS	Mercury
			BULL, J. H.	RO2(T)	Intrepid	COLLINSON, P.	CRS	Mercury
			BEACH, D. N.	RO2W	Repulse	COOPER, D. K.	RO1(G)	Mercury
BENTON, R. K.	RO3(G)	Puma	BIRCH, R. J.	RO2(G)	Bronington	CHETTLE, D.	LRO(T)	Bristol
BOURKE, J.	JRO(G)	Puma	BLACKBURN, R. W.	LRO(T)	Centurion	COLLINS, J. P.	RO2(G)	Hermes
BEECH, C.	RO2(G)	Centurion	BARROW, R. P.	RO2(W)	Arethusa	CORBETT, I.	RO1(T)	Whitehall
BOND, J. H.	RO2(W)	Mercury	BIGGS, E. A.	JRO(G)	London	CROSS, R. J.	LRO(G)	Exmouth
BAULDIE, J.	LRO(G)	Undaunted	BIRD, F.	RS	Tiger	CROUCHER, R. F.	LRO(T)	Mercury
BIRCHENOUGH, F. W.	RS	GCHQ	BROWN, G. D.	RO2(T)	Tiger	CHALMERS, S. M.	RO2(G)	Mercury
		Cheltenham	BURDEN, M. N.	RO2(T)	Tiger	CLAPTON, B. P.	RO2(G)	Mercury
			BURROWS, G.	RO2(G)	Tiger	COTTON, G.	RS(W)	Dryad
BAILLIE, J.	RS	Mercury	BEBBINGTON, H. D.	RO2(W)	Bacchante	CHIVERS, D. F.	JRO(T)	Arethusa
BERNARD, A. S.	RO2(T)	Juno	BECKLES, A. B.	RO2(W)	Juno	CHALMERS, R. W.	RS	Tamar
BOBBY, B. C.	RO2(G)	Grenville	BUSH, S. C.	RO1(G)	Ariadne	CALVER, B. J.	RO2(T)	Centurion
BAGNALL, P.	RS	Mercury	BAILLIE, D.	RO2(T)	Puma	CANN, D. R.	RO2(T)	Antrim
BOWERS, G.	RS	Mercury	BARTON, M.	RO2(G)	Rhyl	CLAPTON, B. P.	RO2(G)	Mercury
BEESLEY, D.	CRS	Mercury	BLACK, R. A.	RO1(G)	Kent	COE, R. J.	LRO(W)	Kent
BEYNON, J. D.	RO2(G)	Mercury	BOON, D. J.	FCRS	Mercury	COTTON, G.	RS(W)	Mercury
BURNHAM, C. I.	RO2(G)	Mercury	BARSCH, M. P.	RO2(W)	Mercury	CATON, S. J.	RO2(W)	Russell
BAYNES, D.	LRO(G)	Mercury	BEAUMONT, A. P.	RO2(G)	Warrior	CREEK, J. F.	LRO(T)	Mercury
BRENNAN, A. J.	LRO(G)	Renown	BARTLETT, B. J.	RS	Mercury	CADE, D. S.	RO2(G)	Mercury
BUTCHER, B. K.	RO1(G)	Mercury	BURT, A. J.	CCY	Mercury	COWEN, P.	RO2(G)	Victory
BURT, J.	RO2(G)	Haslar	BARLOW, P. L.	RO2(W)	Dolphin	CARTER, G. W.	RS	Nubian
BAKER, D. J.	LRO(T)	Llandaff						

Name

CHIE, D.
CHAI, J. W. D.
CLIFF, P.
CLARKE, V. M.
CLIFFORD, V. W.
COTTON, D. L.
COTTON, J. D.
CRAFT, G. C.
CRAFT, D. J.
CHAPPELL, T. J.
CARPENTER, J. J.
CARSON, D. E. T.
CHILVER, M. L. T.
COE, S. G.
CLARK, J. E.
CHISLETT, F.
CORNINGHAM
CARRAN, J. M.
COWEN, P.
CRAWLEY, J.

DANIEL, A. G.
DAY, J. C.
DICKIE, A.
DUQUANAY, A. J.
DUFF, A. M.
DUNCAN, A. J.
DUFF, B. J.
DAVIES, E. N.
DAVIES, A. T.
DODS, T. D.
DEER, C. W.
DENNIS, D. H.
DUFF, A. H.
DAVIES, R.
DAY, P.
DAVIDSON, B. W.
DAVEY, W. T.
DODD, P.
DANIEL, A. D. J.
DAVIES, H. P.

DISCOTE, H. W.
DALE, M. S.

FRANK, J. C.
EDMONSTON, D.
ELLIS, S.
EAST, A. J.
EVANS, J. C.
EVANS, N.
ELLIS, L.
ENGEL, P. J.
EDMOND, T. E.
EVANS, S. K.
EDGE, H.
EVANS, J. C.
ELLS, C. A.
EVANS, M. F.
EVANS, J. W.
ENGEL, P. J.
EVANS, A.
EVANS, P. J.
EDMOND, P. J.
EDMOND, P. J.
EVANS, C. A.
EVANS, J. F.

EVANS, M. P.
EVANS, J. E.
EVANS, P. G.
EVANS, A.
EVANS, M. R.
EVANS, J. C.

EVANS, T. F. W.
EVANS, M. C.
EVANS, P. J.
EVANS, D.
EVANS, T. D.
EVANS, J.
EVANS, D. J.
EVANS, R.
EVANS, D.
EVANS, G.
EVANS, R. G.
EVANS, S. D.
EVANS, D. M.

Druid
Arethusa
Tamar
Cenurion
Anzrim
Mercury
Renu
Mercury
Russell
Mercury
Mercury
Victory

47

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
MACKIN, J. D.	RO2(W)	Naiad	PEWSEY, A. F.	RO2(G)	Norfolk	TEED, P. A.	RO2(G)	Mercury
MCGUCKIAN, F. S.	RO2(G)	Jupiter	PARKER, G. S.	RO2(G)	Mercury	TOMLINSON, M.	RO2(T)	Abdiel
MILNE, J. S.	LRO(G)	Mercury	POLLEY, R. J. D.	RO2(W)	Mercury	TIMMINS, R. M.	RO2(T)	Mercury
MATTHEWS, M. L.	RO2(G)	Mercury	PATON, I. M.	RO2(G)	95 Cdo FOU	TILLEY, G. S.	RO2(G)	Andromeda
MORGAN, C. E.	RO2(G)	Norfolk				TRIBE, K. M.	A/LRO(G)	Hardy
MURRAY, N. P.	RO2(T)	Charybdis	ROBB, S.	RO2(G)	Fulmar	TATTUM, C. F.	RO2(T)	Mercury
MOORE, P. O.	RO2(G)	Hermes	REES, G. A. M.	RO2(G)	Albion	TAYLOR, A. J. I.	RO2(G)	Scylla
MACLACHLAN	RS	Llandaff	RAYNER, G.	LRO(W)	Londonderry	TURNBULL, A.	LRO(G)	Bristol
MCCARTHY, J.	RO2(W)	Mercury	RAVEN, A. D.	JRO(T)	Bulwark	THOMAS, D. M.	RO2(G)	Wilton
MORROW, F. W.	RO1(G)	Dolphin	RICKWOOD, C. W.	RO2(T)	Mercury	THOMAS, S. E.	RO2(W)	Mercury
MCCLELLAND, E. T. S.	RO2(G)	Mercury	RING, L.	CY	Fearless	TAYLOR, M. E.	RO2(G)	Mercury
MARTIN, I. E.	RO2(T)	Jaguar	ROBINSON	CRS(W)	Drake (STC)	TOMLONSON, C. J.	RO1(T)	Warrior
MCCARTNEY	RO2(G)	Mercury	ROBERTSON, A. K.	RO2(G)	Mercury	TUFFS, A. B.	CRS(W)	Dryad
MOORE, W. J.	RO2(G)	Neptune	ROCKETT, C.	CRS	Mercury	TOY, T. D.	LRO(W)	Mercury
MOAN, A.	RO2(G)	C-in-C	RICHARDSON, B. C. R.	RO2(T)	Blake	TANNER, T. J.	LRO(T)	Mercury
		NavHome	RICHARDS, D. N.	RO2(W)	Neptune	TAYLOR, A. J. I.	RO2(G)	Scylla
MOOR, I.	RO2(W)	Russell	RIX, T. W.	RO2(W)	Kent	THOMPSON, P. G.	LRO(T)	Mercury
MILNE, H.	RO2(W)	Apollo	ROBINSON, S.	LRO(W)	Mercury	TIMMINGTON, J.	LRO(G)	Bulwark
MASON, C. J.	RS(W)	Mercury	ROBB, S.	RO2(G)	C-in-C	THOMAS, R. J.	RO2(G)	Mercury
MANN, D. M.	RO2(T)	Mercury			NavHome			
MORRIS, L. T.	RO2(T)	Rooke	ROBINS, A. C.	RO2(G)	Whitehall	UTLEY, J. S.	RO2(W)	Warrior
MURRAY, N. P.	RO2(T)	Mercury	ROBERTS, F. W.	RO1(G)	Victory	UPCRAFT, D. S.	RO1(T)	Mercury
MCCORMICK, A. G.	RO1(G)	Hermione	RICHARDSON	LRO(W)	Nubian			
MARKS, M. F.	RO2(G)	Victory	ROBINSON, J. D.	RO2(W)	Ark Royal	VAUGHAN, W.	RO2(G)	Neptune
MULGREW, J. P.	RO1(T)	Victory	ROTHERMAN, T. E.	RO2(G)	Mercury	VERNON, A. H.	LRO(T)	Mercury
MCCABE, C. C.	RO2(T)	Nubian	REEVE, S. D.	RO1(G)	Victory			
MAIDERS, K.	RO2(T)	Londonderry	ROBERTS, F. W.	RO2(W)	Phoebe	WIGGINS, R. A.	RO2(T)	Mercury
McCOY, B. W.	RS	Tiger	RYAN, R. M.	RS	Ariadne	WILLIAMS, A. R.	RO3(W)	Fife
MOAN, A. C.	LRO(G)	Rooke	RYAN, P. P.	LRO(W)	Mercury	WILKINSON, J. A.	RO2(T)	Mercury
McBRIDE, P.	RO2(W)	Apollo	ROWLANDS, G. N.	RO2(G)	Brinton	WARD, K. E.	RO2(T)	Mercury
MARKS, H. A.	LRO(T)	Exmouth	ROBSON, S.	RO2(G)	Mercury	WAISTER, M.	RO2(W)	Scylla
MILNE, W. A.	LRO(G)	Fulmar	ROGERS, L. T. C.	RO2(G)	Argonaut	WHITE, K. A.	A/LRO(T)	Mercury
MARKS, H. A.	LRO(T)	Exmouth	RUSS, V. C.	CRS	Mauritius			
MORRISSEY, M. J.	LRO(G)	Mercury	ROBSON, L.	CRS	Tamar	WEST, R. J.	RS	Ark Royal
McGOVERN, M.	RO1(G)	RNU	ROBERTS, R.	CRS	Tamar	WRIGHT, R. I.	RO2(G)	Ark Royal
		Tangmere				WHEELER, T. J.	RS	Bristol
MORGAN, C. E.	RO2(G)	Mercury	STRANGE, R. W.	LRO(G)	Pembroke	WOOD, J. I.	CRS(W)	Arethusa
MORTON, D. S.	CCY	Arethusa	STIRTON SMITH	RO2(G)	Victory	WHITE, E. F.	RO2(G)	Bristol
MURRAY, N. P.	RO2(T)	Mercury	SWEATMAN, J. P.	RO3(W)	Apollo	WATSON, A. I.	RO2(W)	Danae
MORGANS, R.	LRO(W)	President	SMITH, I. D.	RO2(G)	Mercury	WHITE, J. A.	RO2(G)	Brereton
			SCHOLEY, P.	RO2(W)	Mercury	WYCHERLEY, S. R.	RO2(T)	Sheraton
NIVEN, G. J.	JRO(G)	Yarmouth	SHEPPARD, J.	RO2(W)	Mercury	WHITEHEAD, A.	CRS	Mercury
NELSON, P. R.	RO2(T)	C-in-C	SUTHERLAND, A. L.	LRO(T)	Tamar	WADSWORTH, G. W.	RO2(T)	Ark Royal
		NavHome	STREET, N. H.	LRO(T)	Mercury	WINDSOR, D. R.	CCY	Mercury
NICHOL, C. T.	RO2(T)	Bristol	SHAWYER, R. J.	LRO(W)	Dryad	WHITLOCK, N.	RO2(W)	Andromeda
NUTTY, D. L.	RO3(G)	Fearless	SMALLBONES, R. C.	JRO(T)	Scarborough	WALKER, R. E.	RS	Fearless
NELSON, J. A.	LRO(G)	Warrior	SMALLBONES, D. G.	JRO(W)	Norfolk	WHEATLEY	RO1(G)	Neptune
NICKERSON, M. E.	RS	Mercury	SPEAT, P. W.	RO2(G)	Mercury	WHITE, J. A.	RO2(G)	President
NICOLLE, R. H. J.	LRO(W)	Hermione	SOUTHWELL, J. D.	RO2(T)	Ark Royal	WHITEOAK, E. S.	RO1(T)	Mercury
NIEBEL, D. V. C.	RO2(G)	Tiger	SANDERS, P. S.	RO2(G)	Endurance	WATSON, A. I.	RO2(W)	Mercury
NEWTON, T. H.	RS	Nubian	SUMMERFIELD, R. L.	JRO(T)	Lewiston	WEBB, D. R.	RO2(T)	Mercury
			SHERIDAN, G. D.	CRS	Mercury	WALLACE, I.	RO2(G)	Danae
OWEN, C.	RO2(G)	Norfolk	SHAW, B.	LRO(W)	Osprey	WADE, M. J.	RO2(W)	Ark Royal
O'TOOLE, D. F.	LRO(W)	Norfolk	SHUTTLEWORTH, T. J.	RO2(G)	Leander	WIGHTMAN, W. C.	RO2(W)	Berwick
OSBORNE, T. G.	RO2(G)	Blake	SUTTON, K. G.	CRS	Mercury	WRIGHT, M.	JRO(W)	Fife
			STEEL, M. R.	CRS	Mercury	WILLIAMS, I. V.	RO2(T)	Leander
PETERS, D. A.	CRS	GCHQ	SANDERS, P. S.	RO2(G)	Heron	WATKIN, V.	RO2(W)	Puma
		Cheltenham	STEVENS, R.	RO2(G)	Cochrane	WHEATLEY, K. E.	RO1(G)	Neptune
PUNT	RO2(W)	Mercury	SAPSED, A. W.	RO2(T)	Rapid	WEAR, J. L.	RO2(W)	Mercury
PARTINGTON, H. J.	CCY	Mercury	STURGEON, M. C.	RO2(W)	Lynx	WILSON, M. C.	RO2(W)	Centurion
PRIOR, A. W.	RO2(G)	Mercury	STANBROOK, J. A.	RO2(G)	Mercury	WILLOUGHBY, R. D.	RO2(T)	Russell
POLLARD	RO2(G)	Glamorgan	SHORT, J. F.	RO2(T)	Victory	WAISTER, M.	RO2(W)	Mercury
PLAITER, D.	A/LRO(G)	Mercury	SIMPSON, I. R.	RO2(G)	Mercury	WEBB, P. J.	RO2(G)	Cdc FOU
			SMITH, M. C.	RO2(T)	Cochrane	WILKINSON, J. A.	RO2(T)	Mercury
POWTON, T. F.	LRO(G)	Whitehall	STINTON, D. G.	RO2(W)	Kent	WALKER, R. E.	RO2(W)	Andromeda
PAYNE, P. N.	JRO(G)	Kent	STREETER, M. J.	LRO(W)	Kent	WILSON, G. A.	RO2(T)	Tiger
PROPHET, P. R.	RO2(G)	Mercury	STRICKLAND, M.	RO2(T)	Mercury	WINDSOR, D. R.	RO2(W)	Puma
PETERS, C. W.	RO1(G)	Mercury	STUART, S.	RO2(W)	Mercury	WATKIN, V.	RO2(G)	Blake
PRICE, J. H.	RO2(G)	Cleopatra	SWEENEY, K. P.	LRO(G)	Mercury	WILLIAMS, P. S.	CCY	Hermes
PROVIDENCE,			SHIELDS, J.	RO2(G)	Neptune	WELLS, J.	LRO(G)	Mercury
L. C. P. V.	LRO(G)	Mercury	SACKFIELD, U. G.	CY	Russell	WEST, R. J.	LRO(G)	Warrior
PATON, I. M.	RO2(G)	Mercury	STEPHENS, D. R.	LRO(W)	Mercury	WATERHOUSE, L. E.	RO2(T)	Norfolk
PENROSE, T. G.	CY	Cleopatra	SNADFORD, V.	RO2(G)	Russell	WALKER, R. A.	RO2(T)	Centurion
PICKTHALL, R. C.	JRO(T)	Aurora	SOUTHWELL, J. D.	CRS(W)	Neptune	WHITE, D.	RO2(G)	Tiger
PRICE, L. M.	LRO(G)	Bristol	SKED, J.	CRS(W)	Neptune	WILLETTS, D. B.	RO2(T)	Juno
PEEL, K.	RO2(G)	Dolphin	SPRUDD, R. J.	RO2(T)	Mercury	WILLIAMS, K. T.	RO2(W)	Dolphin
PAYNE, M. K.	RO2(T)	FOST	SANSOM, M. R.	RO1(G)	Gurkha	WATSON, K. C.	RO1(G)	Bulwark
PHELPS, C.	LRO(G)	Fox	SIMPSON, I. R.	RO2(G)	Mercury	WILKINS, S. J. W.	RO2(G)	Mercury
PEARCE, C. J.	RO3(G)	Mercury	STEPHENSON, M. F.	RO2(W)	Repulse	WYCHERLEY, S. R.	RO2(G)	Sheraton
PLAISTER, B. G.	RO1(T)	Chichester	SCAIFE, J. R.	RS	Ark Royal	WOODWARD, P.	RO1(T)	Mercury
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POWELL, C. E.	RO2(G)	Argonaut	STEWART, R. A.	JRO(T)	Lincoln	WRIGHT, R. I.	RO2(G)	Mercury
PIERRA, L. A.	LRO(T)	Blake	St. QUINTIN, A. G.	RO2(G)	Apollo			
PEEL, A. J.	RO2(T)	Mauritius	SIMPSON, I. G.	LRO(G)	Kent			
PRICE, R.	RO2(G)	Undaunted	SMITH, F. E.	RO1(G)	Norfolk			
PIESSE, C. R.	RO2(G)	Tiger	SANDERS, P.	CY	Londonderry			
POULTON, R. M.	RO2(T)	Mercury	SUTTON, K. G.	RO2(G)	Leander	YEO, R. F.	CRS	Mercury
PARSONS, L.	RO2(W)	Cochrane	SMITH, R. J. W.	RO1(G)	Kirkliston			
PEEL, A. J.	RO2(T)	Mauritius	SLEIGHT, C. M.	RS	Mauritius	ZAWADA, A. M.	RO1(G)	Tiger
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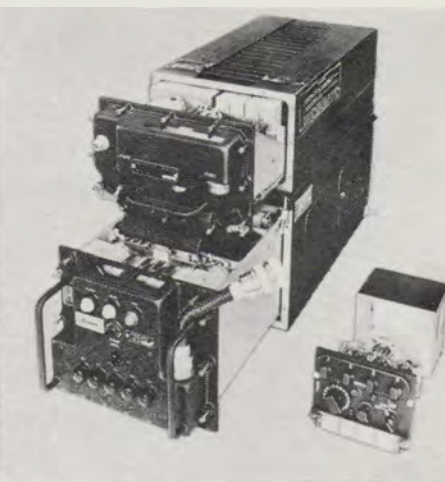
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