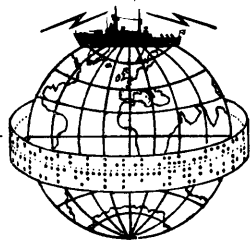


THE COMMUNICATOR



VOL 21 - No 3 WINTER 1972

vhf/uhf multi-channel communications system

Plessey PVS 930 Series

This new Plessey system has been developed to supersede equipment currently in service with the Royal Navy, Royal Air Force and overseas naval and air forces; developed under contract for the British services, it will be standard fit for the RN and the RAF.

The PVS930 Series provides a complete range of facilities, including remote control. It can be specified for small installations or as a multi-set package which includes antennas, multi-couplers and suitable cabinets for ship or ground installations.

- considerable weight and size reductions over existing ship and ground/air communications systems
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- a.m. and f.m. voice, teletype or high speed data transmission
- 9240 speech channels (25 kHz spacing) with pre-selected channels (v.h.f., u.h.f. or mixture)

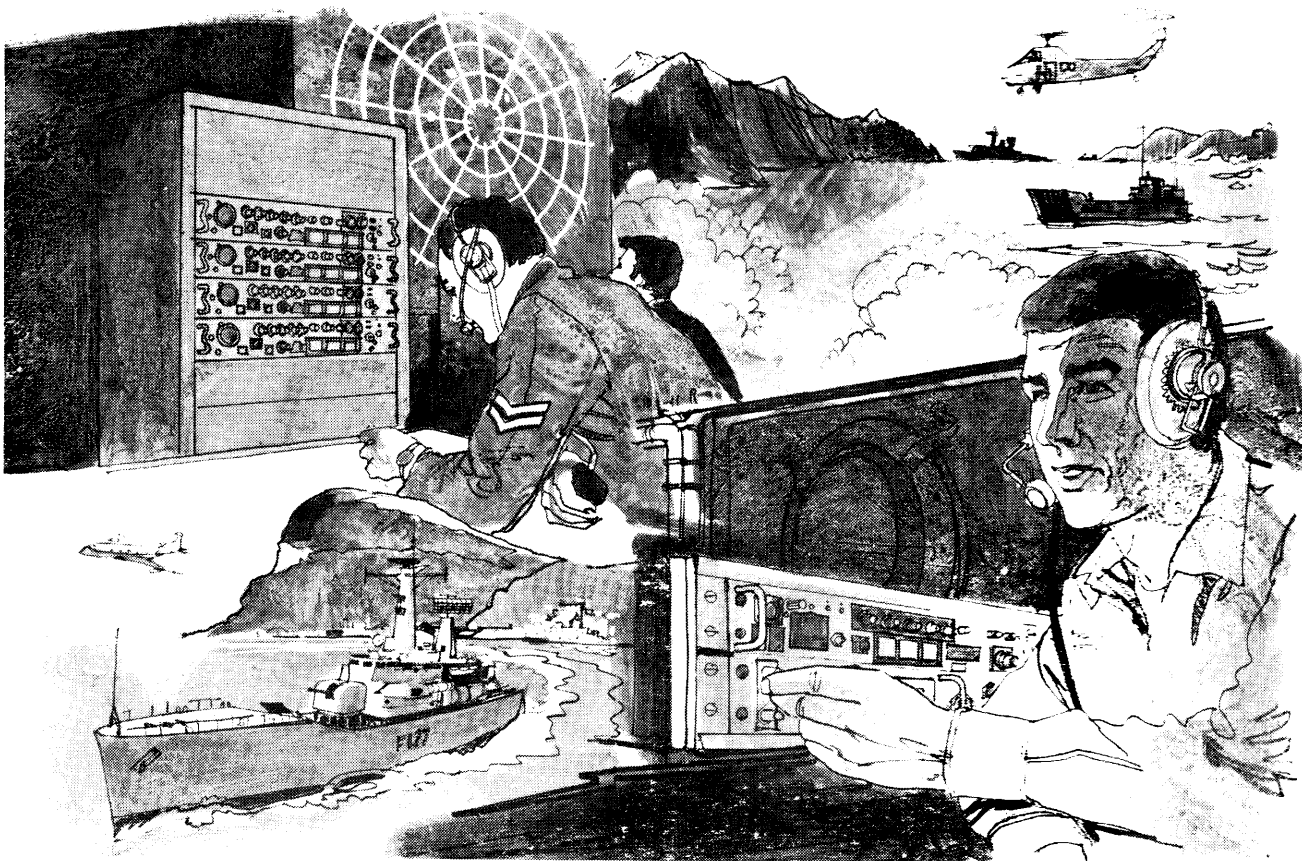
- digital frequency synthesizer ensures stability of ± 5 ppm /year
- all transmitters, receivers and transceivers are solid-state (except for 100W p.a. stage); transmitter outputs of 20W or 100W u.h.f. and 10W v.h.f.
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THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'
*The Magazine of the Communications Branch, Royal Navy
 and the Royal Naval Amateur Radio Society*

WINTER 1972

VOL 21, No 3

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EDITORIAL

The Communicator—Selling Price

Between 1967 and 1972 the general cost of living has risen by 39.3% (Central Information Office figure). During the same period the price of our magazine has risen by only 20%. An increase in the selling price of THE COMMUNICATOR is therefore necessary and justified, and, in the normal course, would have applied to the next and future editions.

In view of the Government freeze, however, and in the general interest of readers, it has been decided to delay any increase until at least the Easter 1973 edition. In view of this all Communicators are asked to support their magazine by buying their own copy instead of sharing someone else's copy.

less than 300 Communicators have joined this scheme which, apart from helping the editorial staff, has advantages for the subscriber. Once having made his down payment he can then relax knowing that for the next four years, and three times a year, his copy of THE COMMUNICATOR will arrive at the address he has nominated without any further effort on his part; and without having to pay any increases in the selling price of the magazine which may be authorised during that period.

Staff/Signal Communication Officers and senior ratings are asked to encourage their staffs to become subscribers and to contact the sales director either by letter or by telephone (HMS Mercury Ex. 313) if further details are required.

THE 4-YEAR PLAN

The introduction of the 4-year plan to stabilise sales and facilitate accounting has got off to a very good start. During the past few months no

The Editor, on behalf of the readers,
 thanks all advertisers for their support of
 THE COMMUNICATOR

CAPTAIN R. C. MORGAN, ROYAL NAVY



Captain Roger Morgan was born at Bournemouth in 1922. He was educated at Windlesham House School in Sussex and at the Royal Naval College Dartmouth, entering the latter in September 1935. He went to sea in the Training Cruiser HMS *Vindictive* in Summer 1939 and on the outbreak of war joined HMS *Norfolk* as a Midshipman.

He served at sea throughout the war in HM Ships *Norfolk*, *Punjabi*, *Paladin* and *Tanatside*, seeing service in the North Sea and North Atlantic,

Indian Ocean, Mediterranean (including Malta convoys and the invasion of Sicily and Italy) and finally in the Channel as First Lieutenant of the destroyer *Tanatside*.

Captain Morgan qualified as a Signal Officer at HMS *Mercury* in 1945/46 and then went out to the Far East as Squadron Communications Officer in the 4th S/M Flotilla (HMS *Adamant*) and later as Flag Lieutenant to CinC Far East Station (Admiral Boyd). On returning to UK in 1949 he instructed at HMS *Mercury* until the end of 1950

and then (as Lieutenant-Commander) had a spell in the Signal Division, Admiralty. This was followed by two years in the Home Fleet Training Squadron (HMS *Implacable*) as Flag Lieutenant and Staff Communications Officer and a further spell of a year instructing at HMS *Mercury*, teaching the RN Long Course. At the time of Suez in 1956 Captain Morgan was serving as First Lieutenant of HMS *Undine* and was promoted Commander in June 1957.

As a Commander he served for two years in Cyprus as Commanding Officer HMS *Aphrodite* and Chief Staff Officer to Flag Officer Middle East; for two years in the Signal Division at Admiralty; for two and a half years in Washington DC and finally two years as Executive Officer of HMS *Lochinvar*.

On promotion to Captain in June 1966 Captain Morgan did the Senior Officers' War Course and a year at the Imperial Defence College before going out to Singapore for two years on the Staff of CinC Far East at Phoenix Park, as Director of Signals (Far East). Before assuming command of HMS *Mercury* on October 24 1972, he was Deputy Director Naval Operations Requirements in the MOD for over two and a half years.

Captain Morgan was married in 1950 and has a daughter born in 1952 and a son born in 1954 who is now in the Royal Navy.

Captain Morgan lives in Haslemere and has lived there for 16 years. He relieved Captain B. H. Kent RN as captain of HMS *Mercury* on October 24, 1972. Captain Kent, who retires in January 1973, lives in Petersfield.

THE POINTS ASSESSMENT ON YOUR S264C — II

In the last edition of THE COMMUNICATOR I promised you a breakdown of the meanings of the points assessment in the S264C if you had the lowest number of points, *ie*, 11. The Section III of your form might look something like this:

'Not an outstanding senior rating with poor dress standards and little moral fibre. He is not active socially, lacks a sense of humour and is usually first ashore. His powers of leadership are limited and he is not recommended for promotion.'

Section II would have the following assessments:

Assessment

Poor knowledge of his job
Needs constant supervision
Shows little interest in his job
Somewhat dull
A poor organiser
Not a good leader — does not achieve adequate results
Does not work well with others
Tends to be set in his ways
Not very reliable
Likely to play safe — may fail under stress
Poor personal qualities

Meaning

Could not describe a bi-stable trigger circuit*
Drank the SCO's tea at Action Messing
Asked for a day's leave to visit a sick wife
Has only three 'O' levels
Comms team lost the inter part soccer final
Works harder than his subordinates

Called the CY a '****' over cleaning stations
Smokes a pipe
Chatted up SCO's bird at staff run ashore
Backs the favourite in the big race
Seen wearing a sweater and jeans ashore

And of course the amplification remarks in Section III:

Not an outstanding senior rating
Poor dress standards
Little moral fibre
Not active socially
Lacks sense of humour
Usually first ashore
Limited powers of leadership
Not recommended for promotion

Quiet and sober
Gets his suits through slops
Reads PLAYBOY magazine
Hobbies include stamp collecting, do-it-yourself
Does not laugh at SCO's sick jokes
Plans his work well
Soft spoken
Face does not fit

So you see, things are not quite so bad as they may seem, so there is no need to slink into the corner and sulk. Of course, if you compare the meanings of the highest score and the lowest score you will probably agree that the chap who is a good all round average rating with a score of 55 is the chap who is really doing well and a useful member of the team!

*A trigger circuit which has two quasi-stable or stable states and which requires an appropriate excitation in each state to cause a transition to the other. The successive transitions may be caused by the appropriate excitation first of one and then of the other of two input circuits, or by the alternation of two different excitations of a single input circuit.

THE COMMUNICATIONS OPS POOL

The Communication Branch, unique as usual, has had an operations pool of manpower for about 25 years: an arrangement which is the envy of many other Branches and perhaps about to be copied by some.

This pool, usually known as the OXP consists of about 50 Communication ratings ranging from a Chief Radio Supervisor (there has never been a CCY in the pool) down to RO2s of all sub specialisations. Unfortunately there seems to be some mystery about their terms of reference and the method of obtaining their services. This is not surprising as these are contained in DCI (R) 13/68 which is unlikely to be still available in many places. It is not possible to quote the DCI in full in this short article but, briefly, applications may be made for additional Communication ratings for national and NATO exercises, for special trials and for augmenting complements in emergencies or special operations. Applications must, of course, be made through the appropriate chain of command and the earlier made, the greater the chance of success. Ships should first consult 'FLAGO 0911'. It is always prudent, on every application, to include *Centurion* and *Mercury* as information addresses.

The current DCI is being rewritten. Where the new version will end up is not yet decided. It may go into BR 14 (the drafting regulations) or be published as another DCI. What is known is that the rules will not be materially different from those existing at the moment.

What about the men in the pool? Although they are drafted in to the OXP as part of their normal drafting cycle, the turbulence associated with the job is recognised. For this reason, time in the pool is recorded as Port Service, with a roster adjustment toward sea time. Sometimes this turbulence can be acute. One LRO(T) left *Mercury* on a loan. OXP draft, four months and five ships later, we got him back. Another member of the OXP, a Radio Supervisor was mowing his lawn one Sunday afternoon, two days later he was on a Beira patrol. However, it is not all graft and this year has seen members of the OXP in Naples, the West Indies (twice), in London, where the dress of the day is lounge suits, up the Gulf, in Singapore and Portugal, not to mention such well-known flesh pots as Rosyth, Malta, Gib, Plymouth and Portland. All that is required from the OXP is a stiff upper lip, a concise knowledge of travel expense claim regulations, a good kit, a stout suitcase, a long suffering wife and a nodding acquaintance with the 'X' factor. But above all, a sound professional knowledge of his job.

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COMMUNICATIONS DIVISION MANAGEMENT (CDM)

Only the name has changed, the management problem has been with us for years.

A new section was established in G Section during the Spring Term to take over the PJT training of senior rates and career courses in Comms Div Management. The aim of the section is to ensure that the senior rates of all sub specs understand the need for management within his own sub division, the Communications Division and the ship, and to:

1. act as a divisional senior rate.
2. be able to match the comms ratings and material in a ship to meet the communications requirements.
3. be acquainted with the ship management systems being introduced into the fleet.

The above aims are similar to all the courses career for PJT, the content varying to suit the needs of the various courses.

The PJT is now of two weeks' duration, week 1 mainly receiving information on the aim and week 2 in practising the planning methods taught in week 1.

Whilst on about the management systems being introduced into the Fleet, here are some light-hearted definitions for 'in' management words or terms:-

MBO MANAGEMENT BY OBJECTIONS. This entails leaving the making of constructive suggestions to others and confining oneself to a critical appraisal of them. It is related to IMF (Inverted Micawber Factor—always waiting for something to turn down.)

O&M OPPOSITION AND MODIFICATION. The classic technique for rendering harmless proposals to change things. Sufficient opposition is applied to blunt the attack which is then modified, piecemeal, to the point where it is actually going in the opposite direction.

OR OPEN RESISTANCE. A more basic technique that denies the enemy entry so that he cannot even collect any facts on which to base an attack. In effect you say 'You come into my department over my dead body'. Be careful; they may think this is an attractive route.

Management. Getting things done within an organisation despite people.

Delegation. Playing it pear shaped.

Whatever you think of management and its techniques remember it does give you 'integrated management options, total organisational flexibility with a systematised monitored capability'. So at any given time you can have a synchronised incremental projection using compatible third generation hardware to give a balanced policy concept using functional digital programming during an optional transitional time phase.

Remember, 'Award yourself a CDM'—(course).

SO HOW ABOUT IT THEN?

by RS Jones

In the 'good old days' of communications—so they say—when Lord Louis was out in the Med and all was well down the Gut, circuits thereabouts were efficient, speedy and disciplined—held together, would you believe, by a little thing called a 'Nifty Pink Chitty'. Any errors, procedural or otherwise, so we're told, were pointed out to the PO(Tel) of the guilty vessel, by a Nifty Pink Chitty through the mail to the effect that 'Your operator on . . . circuit at . . . time, did etc. etc. . . .' There were nasty consequences—dog watch biffers and things, but the Chitty was obviously effective.

Today, we need a Nifty Pink Chitty, or something very much like it, more than ever. Only this time, not for the benefit of erring operators or indeed Communicators in general, but for the benefit of that star of Stage, Screen and RNCP 9—The Releasing Officer!!

Fleet Broadcasts are becoming, on occasions, so overloaded that re-runs can't be fitted in, and a Minor Relay station showed a rumoured traffic load increase of 14% last year. Next year, it could increase again.

But how can this be? Our communications systems are faster and more efficient than ever before. Quite simply, too many signals are being made. More precisely, too many *unnecessary* signals are being made. Something really has to be done about it. But what?

One answer could be to ask the addressee who receives a signal, the contents of which he knows could very well have been passed by mail, to let the originator know about it. A Nifty Pink Chitty?

eg. It is considered that the below mentioned signals released by your office were unnecessary and the contents could have satisfactorily been passed to the addressee by mail. Your 131317Z Jun, 151915Z Jun and 131414Z Jun refer.

Y'see, most of them know not what they do . . . they only need telling. Then, most important of all, having been told, offered an alternative.

As a possible alternative, how about this brilliant idea of the '70s: let the MCO deal with these signals acceptable for transmission by mail. (No extra work for our Rel Off friend whatsoever!) They could then be put in standard message format, distributed in the normal way on receipt and despatch and filed in the MCO as for ordinary signals. This probably sounds silly, but a signal sent by Air Mail could be called—for want of a better word, an 'Airgram' . . . by ordinary mail, how about calling it a 'Postagram'?

It's generally agreed that something is needed to relieve the present traffic load on communications circuits by cutting down on these unnecessary signals and y'never know, this 'Airgram-Postagram' idea could very well catch on, and perhaps help enormously.

Y'know, it's funny why no one else has thought of it before!

Although, just a moment! Is all this really such a 'new idea'?

You're dead right! Someone has thought of it before . . . and it's still a vital part of this communications system of ours—but is it?

How often is it used?

Right again!! Hardly ever!!

So—how about it then?

10 NATO MARINEFERNMELDE WETTKAMPF

by Lieut SD(C) Collins

On Thursday, June 22, 1972, a typically cool, wet, English-type summer day, a small band of men, ROs Ham, Morris and Johnson led by CRS Ken Ashcroft, left the cloistered comforts of the STC HMS *Drake*. Ahead of them lay a short initiative-cum-orienteeering test organised through the well-known travel combine SABC/BAOR. Via London, Luton, Hanover, Hamburg and Nuimunster, by a permutation of feet, coach, train and aircraft, they eventually arrived at their goal—Flensburg, on the German-Danish border.

The route taken is believed known to navigators as a perverted great circle track, but the 36 hours involved were worth it in the end. En route, apart from enhancing one member's education by learning what RTO stood for, all were goggle-eyed at the impressive cleanliness of public areas and transportation, and the smartness and obvious pride in their environment of public employees. That was east of the English Channel of course, hence the oft heard remark to the effect 'If only UK were like this'.

Anyway, wishful thinking gets you nowhere: the quiet, smooth running, continuous track, German railway did. To the MARINEFERNMELDSCHULE, MURWIK, FLENSBURG, the alma mater of German Communicators, just in time for the welcoming reception held in the CPOs' Mess for all the teams contesting the 10th Annual Navcomcomp. Incidentally, all members of competing nations were victualled and accommodated in the CPOs' mess irrespective of rank. Without fear of contradiction it can be recorded that a good time was had by all, even by the member who lost a little weight due to the shortage of roast beef and Yorkshire pudding (or was it 'oggies'). Like the man said 'Beer may be Best' but the 'Wurst is Worse'.

So to the Competition. The response to the call for volunteers to uphold the good name of the Branch was a welcome improvement on previous years, especially when you consider that Morse CW and Flashing are fast becoming dying arts and the standards required are very high. Regretfully only the best three volunteers can be entered annually but the team that represented you all in no way let you down. For example, to collect a



THE TRAINING TEAM AT THE STC HMS 'DRAKE' BEFORE THE COMPETITION STARTED

Standing, L to R: RO1(G) Ham, HMS 'Albion', RO2(G) Morris, HMS 'Albion', RO1(T) Gray, HMS 'Euryalus', RO2(G) Barlow, HMS 'Dolphin', RO2(G) Cross, HMS 'Albion', RO1(T) Johnson, HMS 'Fife'.

Seated: Commodore S. F. Berthon, COMDRAKE, Lieut D. Flower, Training Officer at STC, CRS K. Ashcroft, RN team trainer, CCY J. Silvester, assistant trainer.



THE RN TEAM FLENSBURG GERMANY AFTER THE COMPETITION
 RO2(G) Morris with third prize for morse reception; Captain B. H. Kent ADC CSS; RO1(T) Johnson with communication quiz trophy; Lieut C. S. Collins team manager; RO1(G) Ham with second prize for teletype transmission; and CRS K. Ashcroft team trainer, with trophy donation document

cigarette case as the third prize in Morse CW reception, as did RO2 Morris of HMS *Albion*, for 98 per cent accuracy at 36 wpm for a period of 20 minutes, is no mean feat.

The whole statistical story is printed in RNSO S6/72, which you will have read long before this article is printed. However, it is only right to mention once more the outstanding achievement of the RN team, the winning of the very elegant trophy you may have admired in HMS *Drake* or more recently in HMS *Mercury*, that was for coming top in the Communication Quiz. Which only goes to prove that not only can you handle a firearm effectively and swim a little faster than most, but you also know your books and procedures.

It is well known that 'all work and no play makes Jack a dull boy', and as is usual with the Navcomcomp the happy medium was achieved during the nine day stay in Flensburg. Apart from the weekends, all forenoons and three afternoons were taken up with ceremonial and various competitive events, and the remaining hours of each 24 left no room for boredom.

A tour of Flensburg and adjacent areas on the first Saturday afternoon enlightened everyone as to the delights of Baltic coastal resorts, and of the closeness of the Danish border. The Fjord is the natural border, supplemented by a narrow spit of land, and the natives ply back and forth across both with the minimum of inconvenience, freely enjoying the best of both worlds. Although a notable Lord may not agree that that which greets you immediately on crossing into Denmark is either the best or enjoyable. Certainly there were no complaints at the Competition wash-up.

Sunday was devoured by a first class tour of the district of Schleswig-Holstein, which many of you will know: the Kiel canal runs through it.

The highlight of the day was a visit to the Olympic Sailing Village and Basin. My literary talent would not do justice to such a magnificent place but anyone interested in the organisation of an epic starting from scratch, or with boats, was really in his element. No doubt press and TV coverage will have filled in the gaps for me.

On the Wednesday afternoon, all teams attended a civic reception in the town hall, given by the Mayor. Apart from being the classic example of all local government offices centralised under one roof, in a fine modern building together with halls and parlours for civic functions, it was especially interesting to the RN team. Flensburg has a twin city liaison with Carlisle, of which they are very proud, with regular exchange visits taking place at all levels of the community.

Add to the above the many close friendships established between members of the various teams, and the unstinted hospitality of our German hosts, you have yet another great happening for the memory bank.

Sorry you didn't make it. How about next year then?

The detail and venue for the '73 competition have yet to be decided, but it is hoped that the DCI will be out before long. In fact you may have read it before this article goes to print. Wherever the 11th NAVCOMCOMP takes place you can rest assured it will be well worth aiming now to be one of the team.

The 'Challenge Trophy for Good Communications' is still firmly in the grip of Italy, for the fourth consecutive year. Just a little more enthusiasm and a spot of hard work on your part could help move it to this side of the Channel. Brush up your natural ability now and volunteer at the first opportunity. Having read this article, 'you know it makes sense'.

LETTERS TO THE EDITOR

Dear Sir,

Henley-on-Thames RNR CTC is still advancing slowly towards completion, an operation which has not been particularly helped by various strikes, go slows etc.

We would still like any eligible ex Communicators residing in the Thames Valley area who are interested in continuing their connection with the RN by giving their spare time services to the RNR, to contact us. We could do with some experienced personnel to help utilise to the full what should eventually be a very fine Centre.

It may be of some advantage to all Communicators to know that Henley CTC has a fairly large car parking area and any of them visiting the town for business or pleasure would be welcome to use this facility on production of Service Identification.

J. W. E. KELSON, CRS
Permanent Staff Instructor.

Dear Sir,

In answer to the question in THE COMMUNICATOR, 'Why did the semaphore have three arms?'. The answer would appear to be that the third arm was probably used for Special Signs.

CCY BELL,

(see page 110)

Dear Sir,

It would seem that the Royal Navy has a new method of signalling groups from the International Code. During the ship's stay at Gib it was noted that a Leander class frigate was flying Pennant Four Romeo Yankee. This from a Captain 'F' as well — it must be right. If this method of signalling is to become the 'in' thing, request the relevant publications be amended and the Merchant fleet be informed. The offending ship's pennants were put at the dip but this was not recognised.

R. FORRESTER, Sig
RFA *Reliant*

Dear Editor,

Can you please enlighten us and, I believe, a lot of Communicators who have yet to see the latest developments at Leydene — Why is the officer of the watch office situated on a public road and a good 200 yards from the entrances to HMS *Mercury*?

Perhaps this could be the subject of one of your competitions with perhaps a prize of an 18-month spell of duty as OOW, QM, BM or OOW's messenger according to rate held by the competitor or judged to have given the best answer.

Yours perplexed,

JOHN THOMAS, RO2

HMS *Mercury*.

Dear Sir,

I don't know if you are publishing the official photograph of the comms department here at *Heron* in the next issue, but if you are, perhaps you would also like to publish the unofficial one of 'B' watch (as it used to be before leave). As you can see, Long John Silver still lives.

Yours faithfully,

ANN PORTER.

(By Ed Happy to oblige.)



RO Stan Barlow, LRO Jan Steer, RO2 Ted Elliott

RN COMMUNICATION CHIEFS' ASSOCIATION

by the Hon Secretary

In October we bade farewell to our retiring Vice-President, Captain B. H. Kent, MBIM, RN on his relinquishing command of HMS *Mercury* and welcomed Captain R. C. Morgan RN as his successor. Before his departure Captain Kent kindly accepted an invitation to become our second Honorary Life Vice-President.

We have also had to wish 'bon voyage' to one

of the keystones of our Committee, the former Mess President, Fleet CRS Bill Bernard. Bill has been a tower of strength at the last two reunions but he and his family are now enjoying the sunshine of Mauritius and we envy them every moment of it. If not a rest it is at least a change to arranging about 70 bed and breakfasts for long distance travellers to the reunion and all the other details which, of necessity, fall on the Mess President's shoulders. We welcome Fleet CRS John Eilbeck as his successor to our Committee and know that we will receive the same kindness and co-operation which his predecessors have given us.

On Saturday September 9 the Association held its fourth annual re-union in the Mess. 180 members attended and spent a very enjoyable evening. This, in spite of an interruption during the evening which, in its way, added a little to the excitement and made the older members realise that discipline still exists especially when an authoritative voice says 'Clear the Mess'. The Mess was duly cleared with an alacrity they had not thought possible.

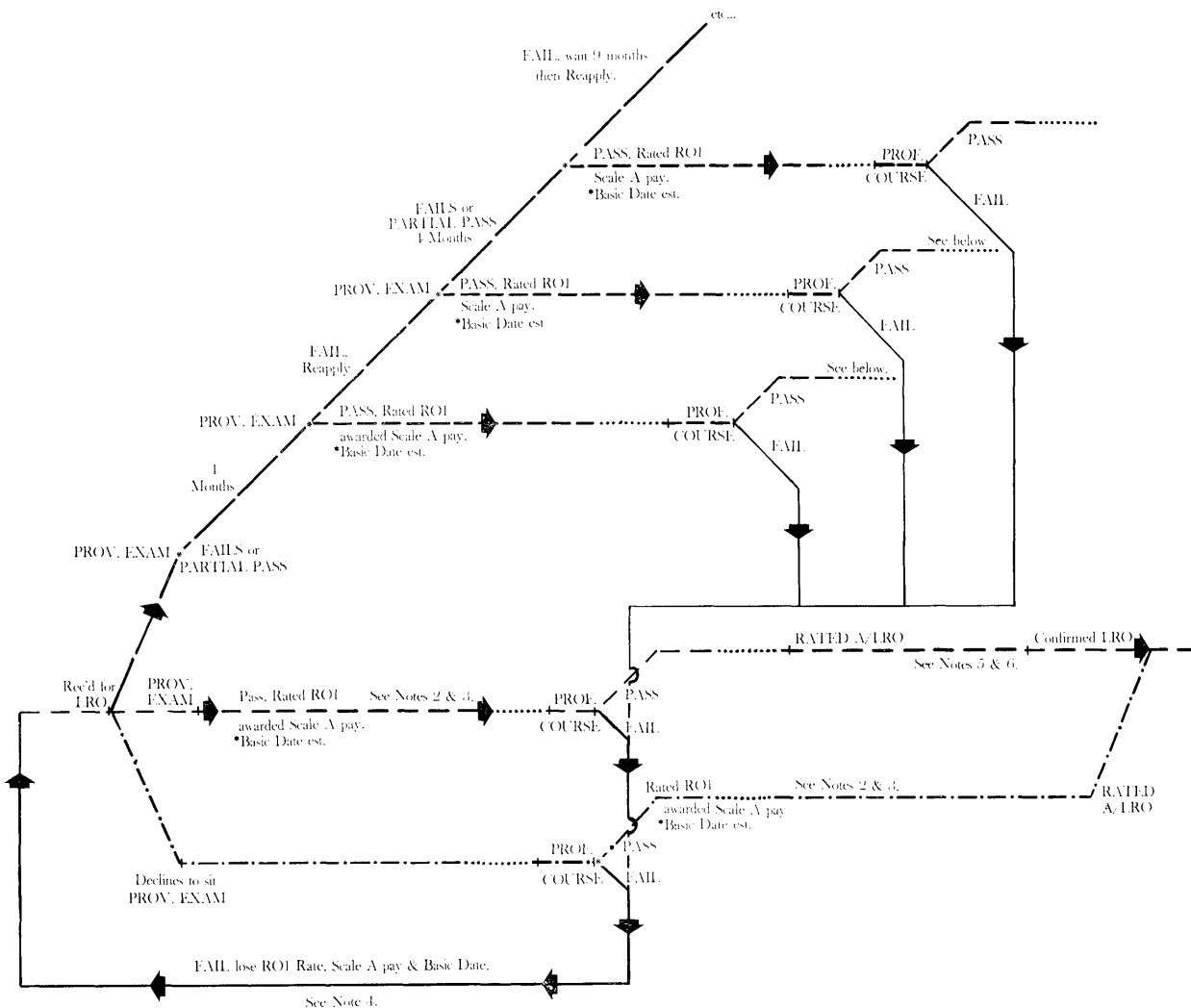
That same afternoon about 40 members assembled in HMS *Mercury* to be shown around the Establishment and see something of present day communications. The oldest of these was aged 81 and his remarks defy imagination. Fleet CRS Dave Bignell, serving in HMS *Fife*, very kindly arranged for about a dozen of this party to go onboard and see the Communications lay-out of a modern warship. This opportunity was greatly appreciated by everyone who attended. This prelude to the evening's re-union set the seal on a very enjoyable day which it will be hard to repeat. Our sincere thanks to all those who gave up an afternoon's leave to make this possible.

Shortly after the re-union a letter was sent to HMS *Mercury* informing us of the whereabouts of an ex Chief Yeoman of Signals aged 91 living in Bournemouth. This old gentleman, a Mr Austin, joined the Navy in 1898 and went to pension in 1922. We have been in touch with him through Tom Ives, one of our members who lives in Bournemouth. Tom has been to see him on several occasions. We presented Mr Austin with an Association Tie and he was invited to visit HMS *Mercury*. Unfortunately although mentally 100%, he has difficulty getting about but he hopes to be able to come this way in the Spring or early Summer next year.

It may seem strange in these days of modern and speedy communications but Mr Austin sent us a very worthy addition to our Museum in the shape of an official 'PIGEON SERVICE MESSAGE FORM' which had been in his possession for over 50 years. This Form shows the Latitude and Longitude in which the pigeons were released, wind speed and direction and the Date/Time of release.

On behalf of all Members of the RN Communication Chiefs' Association a very Happy Christmas, a good leave and all good fortune in the New Year.

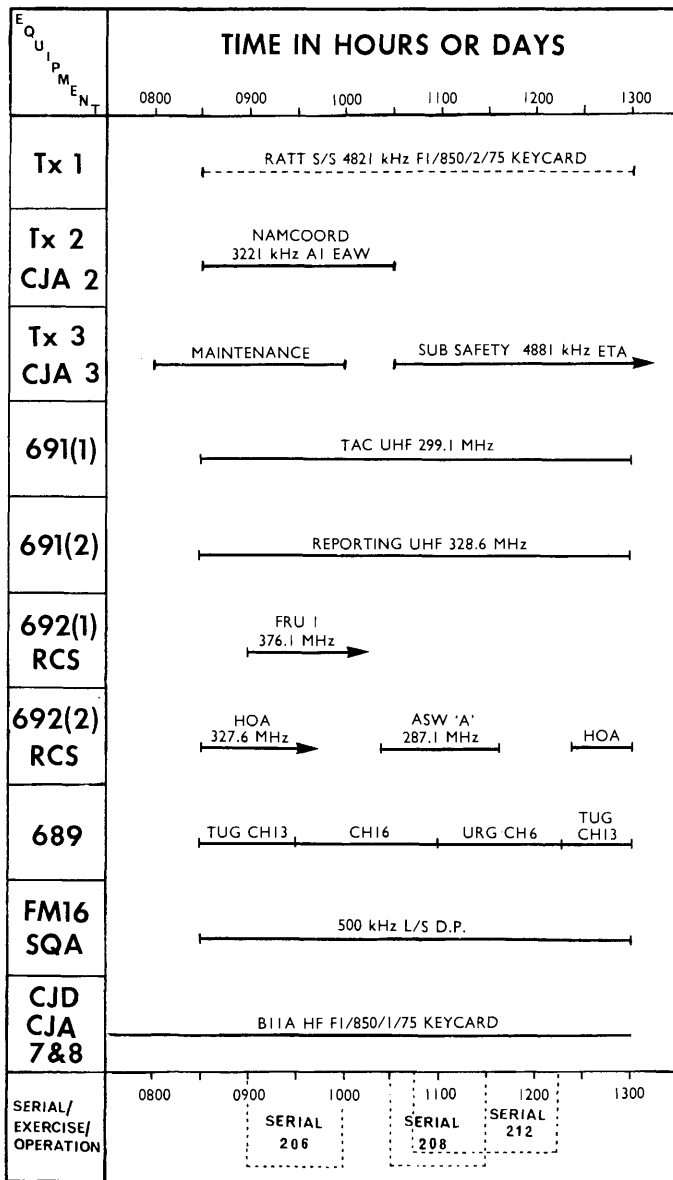
RECENT CHANGES IN ADVANCEMENT WHICH AFFECT YOU (By T2)



Notes:

1. For full details, see DCI (RN) 767/71, Current DCI's, RNCP 15 Chap 4, and BR1066 Chap 11.
2. Ratings who pass the Provisional Examination for LRO must also have passed NAMET before they can be rated RO1 and be eligible for scale A pay. (DCI) (T) 827/72 refers.
3. Passing the Provisional Examination also establishes a Basic Date for Advancement to the next higher rate.
4. Ratings who fail their Professional Course, lose their Basic Date, RO1's rate and scale A pay. They must reapply, and, if they pass a Provisional Examination they do not qualify for scale A pay or RO1's rate until they pass the Professional Examination. They do however establish a Basic Date for Advancement.
5. Application for recommendation for the next higher rate (and provisional/professional examination), may be made at any time after being rated RO2.
6. The same basic cycle applies to LRO's applying for the PO Rate.

BAR CHART



A — REMOTE USERS STATEBOARD

CIRCUIT	REMOTE USER
TF/TG TAC UHF	COMMS YEOMAN BRIDGE
TF/TG REPORTING UHF	SPS SPC SPR
ASW "A"	ASWPS ASWPC
FRU 1	FC APC ASP

B — FORCES TAKING PART

SERIAL	206	208	212
AJAX	✓	✓	✓
ANTRIM	✓		
KENT		✓	✓
LEANDER	✓		
OTUS		✓	
TIDESURGE			✓

✓ = OCE

LEGEND

- I SET AND CEASE WATCH
- READY FOR INSTANT USE
- CIRCUIT IN USE
- CEASE WATCH TIME UNKNOWN

COMMUNICATION PLANNING

by CRS Challinor (X Section)

One of the constant problems facing Communicators over the years has been to present an equipment stateboard which would give an instant picture to the Communicator and other users of equipment allocation and availability. The use of the 'Bar Chart' method of presentation has been welcomed in ships and particularly in HMS *Dryad*, for its simple and clear form of presentation along with the instant indication of which equipments are most readily available to meet whatever exigency occurs.

(See Bar Chart on facing page)

It will be seen from the example that this form of chart has the following advantages:

1. Communicators and non-communicators can understand it.
2. There is a quick and easy reference to equipments and circuits in use.
3. The chart can cover a whole operation/exercise as opposed to giving a purely day-to-day state.
4. Highlight heavy loading periods.
5. It is easy to correct in the event of changes.

The items the bar chart fails to cover are the remote user positions and the forces taking part. Allowing for the fact that a circuit is nearly always remoted to the same user position, a state board similar to that shown below. (A) can be displayed in the MCO and in the Ops room as can a simple indication of those forces which are taking part in the various serials (B).

Comments on the use of this system would be most welcome from the users at sea.

SEMAPHORE — CIRCA 1889

by TI

Our illustration in the Summer Edition of THE COMMUNICATOR showed signalmen and a mechanical semaphore of the period. In those days the 'Mechanical Semaphore' was known as 'Fixed Semaphore'.

The machine is unusual in appearance to those of us who used the two-armed mechanical semaphore which was in use immediately before and during the last war, in that it has four arms. These arms were used as follows.

The lower, short horizontal arm was an indication to the receiving operator, on which side the cycles of semaphore were starting, *ie*, 'A' was on the reader's left as he faced the transmitter. The alphabet was formed using two of the upper arms in the same manner as is used in the INTERCO today. The fourth arm was used to augment those arms used for alphabetical signs, in order to produce 'Special Signs'. The Special Signs were used to signal data from particular chapters of the Auxiliary Signal Book, General Signal Book, Boats Signal Book, Vocabulary Signal Book and List of Navy. They were also used to indicate the characteristics of alter course

signals such as the Blue Pendant. Numerals were indicated by the use of a two-armed sign, the only one unused in the alphabetical cycles, *ie*, D and E signalled together as one sign, this was known as the numeral sign. Hence by use of special signs and numerals the fleet in those days could be manoeuvred by semaphore.

The coming of sunset each evening in no way limited the use of this versatile machine, at night the arms were illuminated and transmissions were made by the usual daylight method. After sunset however its name changed to, 'Electric Semaphore', would you believe? . . .

WINE MAKING — III

by Lieut-Comdr G. Froud

In this article I shall deal with the hydrometer and making a typical wine.

The hydrometer is a scientific instrument used for measuring the specific gravity (the density or weight) of a liquid in which it is floated. The hydrometer is a great help in ensuring consistent results. Don't be put off by the fact that it is a scientific instrument, in principle it is quite a simple device; by means of it the wine maker can:

- a. calculate how much sugar there is in any natural juice or 'must';
- b. determine how much sugar to add to a juice to produce a wine of the desired strength;
- c. check on the progress of a fermentation;
- d. calculate within reasonable limits the strength of a finished wine.

The hydrometer consists of a short, hollow, glass tube about $\frac{1}{4}$ " in diameter, weighted with mercury and attached to a long narrow stem about $\frac{1}{4}$ " in diameter containing a graduated scale or scales, normally printed on white paper. It is used in conjunction with a glass test jar of about $1\frac{1}{4}$ " in diameter and approximately an inch taller than the hydrometer. The jar is used to contain the liquid to be tested and in which, the hydrometer is floated.

As defined in THE COMMUNICATOR Winter 1971 edition, fermentation involves the conversion by yeast, of sugar into alcohol and carbon dioxide. It follows therefore that if we can discover how much sugar is used up during the course of fermentation, we can calculate the amount of alcohol that has been produced, or how strong the wine is. The more sugar there is in a liquid, the thicker and denser it will be, *ie*, the greater its gravity the better it will support anything floating in it. To measure different gravities we must have some sort of scale and the most convenient basic standard from which to start is that of water, which is therefore given the arbitrary value of 1.000. In water the hydrometer floats at the mark on the top of the scale at 1.000. In liquids the density of which is greater than water, the hydrometer floats higher and in a liquid less dense than water, the hydrometer will float lower. It follows therefore that in a liquid containing

fruit juice and sugar (which is denser than water) the hydrometer will float at a point on the scale corresponding to the quantity of sugar dissolved in the water. On the other hand, if the liquid is a wine in which all the sugar has been fermented to alcohol (which is lighter than water) then the reading will be less than 1.000.

To use your hydrometer, pour some of the juice to be measured into the test jar, spin the hydrometer to get rid of any air bubbles clinging to its sides (these can seriously affect the reading). When the hydrometer is still, take the reading with the eye at surface level, the true reading is where the main surface level of the liquid cuts the scale.

Space allows me to quote only one example in the use of the hydrometer and perhaps the most interesting one of all is how to calculate with some degree of accuracy the strength of your finished wine. This can only be done if you record the specific gravity of the 'must' after the sugar is added but *before* fermentation has begun and by taking the specific gravity again at the end of the fermentation. The final reading is subtracted from the first, giving the 'drop' (caused by the fermentation), which is divided by 7.36, giving the percentage of alcohol by volume in the finished wine.

eg. The initial specific gravity = 1.100
The final " " = 1.000
Drop = 100

100
7.36

= 13.5% alcohol
by volume.

Should we wish to turn the strength in percentage of alcohol into terms of proof spirit, we multiply by 7/4.

eg. 13.5% alcohol by volume = 13.5×7

4
= 23.6° proof.

The above example is of course approximate but will in normal cases be accurate enough for the average wine maker.

Making A Typical Wine

In view of the time of the year, I have chosen for your first effort, Parsnip Wine.

INGREDIENTS

4 lb parsnips (scrubbed and sliced) 1 orange
 $\frac{3}{4}$ oz Bakers yeast
3 lbs sugar (Sherry or Burgundy
1 gallon water yeast is also suitable)
2 lemons

METHOD

Boil the parsnip slices and the thinly peeled rinds of the lemons and orange in the water, until the parsnips are just tender. *Do not overboil* or you will have trouble in clearing your wine. Strain the liquid onto the sugar and stir well. When lukewarm (70° F) add the yeast and the fruit juices. Leave for 24 hours, well covered in a warm

place. Pour into a fermenting jar and fit an air-lock. Leave to ferment to a finish in a warm place. Remove to a cooler place for a week or so before siphoning off into a clean storage jar. Fill the jar to just below the cork. Leave for six months then siphon off into bottles, then 'Cheers'.

Beer Making

Many Communicators will remember Lieut A. W. (Bert) Garton. Bert is well known in the Portsmouth and Fareham districts as an outstanding beer-maker. I'm sure you will be pleased to learn that he has recently qualified as a National Beer Judge. This is no mean feat and we offer him our sincere congratulations. I am pleased to inform you that he has very kindly agreed to cover the subject of Beer-Making in the next two editions of THE COMMUNICATOR, *ie*, Spring and Summer 1973, and for those interested in this hobby, this offers an excellent opportunity to learn something to advantage.

CROSS NUMBER

Compiled by Lt Cdr M H J Willcox

Across

1. A perfect square
3. Square root of 1 ac
× square root
of 5 ac
5. A perfect square
7. Turn around 3 ac
8. A perfect square
9. A prime number
10. A perfect square
11. A perfect cube
13. Twice 9 ac
15. An even number
16. (The fourth root
of 8 ac) × 7 ac
17. Turn round the

square root of

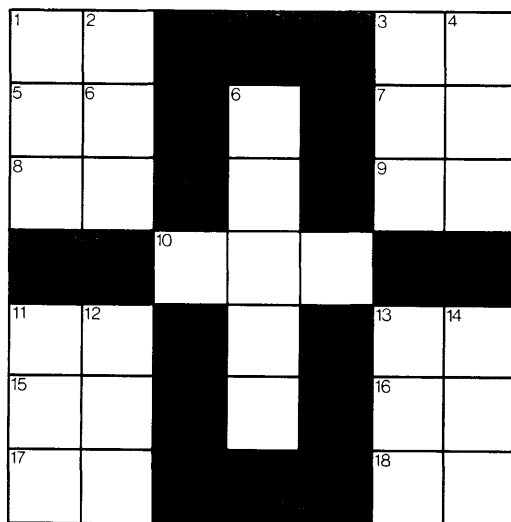
11 dn

18. A prime number

Down

1. A perfect square
2. A perfect square
3. A prime number
4. A prime number
6. (The square of
3 ac) + 10,000
- 7 ac squared
- 3 ac × 9 ac
12. A perfect cube---
half of 8 ac
13. A prime number
14. A prime number

(There are NO ZEROS in the solution)



GOING THE ROUNDS IN MERCURY



The Captain
Captain R. C. Morgan



The
Training Commander
Commander
I. F. Grant



The Commander
Commander
P. A. C. Harland

STAFF

CBO Mr W. C. Bugg
G1 Lt-Cdr D. F. Cave
GC1 Lieut M. Murphy
GM1 Sub-Lieut T. Pratt
IDO Mr R. R. Davies

K1 Lt-Cdr A. G. M. A. Provost
MACO Lt-Cdr R. A. Thompson
O1 Lt-Cdr O. D. Sommerville-Jones
SA(FT) Lieut C. S. Collins
SORT Lt-Cdr C. W. Williams
SOTAC Lt-Cdr B. Burns

SOTD Lt-Cdr P. Clark
T1 Lt-Cdr D. Dobson
TPO Lieut M. A. Nugent
TRO Mr C. P. Oliver
W1 Lieut T. B. Mitford

KELLY SQUADRON

This term has been a quiet one all in all. The comings and goings of instructors and officers goes on as always and of course the departure of New Entry Communicators to their first ships.

On the sporting front the Squadron has been well represented in Establishment teams for soccer, rugby and cross-country and those selected have acquitted themselves well. In the RN Youth Cup *Mercury* is through to the semi-finals. Sorry we lost.

Within the Squadron the inter-division soccer matches have been keenly contested with Somerville winning the 7-a-side competition.

One event which is awaited at the time of writing is the amalgamation of the Kelly Club with the Mercury Club. This will give the Squadron more facilities, especially in off duty hours, and a more permanent feeling of belonging to the Ship's Company.

Those who have been in the Squadron over the past year will be pleased to hear that K3 (Sub-Lt Wilton is now Lieut Wilton.

CHRISTMAS EXTRAVAGANZA

Tradition demands that the annual Christmas Stage Show should be of the highest standard. We are assured by the producer (Lieut Derek Sayer) that this year's extravaganza will uphold the tradition, and appeal not only to the inmates of Leydene, but to a much wider audience.

Five performances are anticipated, with separate shows being given for children and the local area Senior Citizens. The Mercury players intend to provide a sparkling opening to the 1972 Christmas season and we promise a full report (including photographs) of 'ALADDIN' in our Spring edition.

CROSSWORD SOLUTION

Across: 1. Riband; 5. Penal; 10. Decimal currency; 11. Ammunition; 12. Much; 14. Steward; 15. Swingle; 16. Oneness; 18. Musical; 20. Note; 21. Full result; 23. Traditionalists; 24. Yards; 25. Codist.

Down: 2. Incompetent many; 3. Ammoniated; 4. Dilated; 5. Plumous; 6. Norm; 7. Language courses; 8. Ideals; 9. Lychee; 13. Misspelled; 16. Ornate; 17. Studies; 18. Melanic; 19. Latest; 22. Liar.

FAREWELL TO CAPTAIN KENT



The Flagship. A happy and efficient ship

Captain B. H. Kent, ADC, Royal Navy was relieved by Captain R. C. Morgan, Royal Navy as Captain, Signal School on Thursday, October 24, 1972.

Prior to this date various suggestions were made as to the type of 'send off' we should give Captain Kent on his retirement after 32 years service in the Royal Navy, 25 of which were served as a Signal Officer. Some suggestions were uninspiring, others were good but impracticable, and whilst it is traditional to row the Captain ashore for the last time, attempting this from the second highest hill in Hampshire presents difficulties even in the wettest cloud which normally enshrouds the Alma Mater. However, some 72 hours before Captain Kent's departure a decision was made to row him on the last stage of his journey across the vast expanse of Petersfield Lake to his home which borders the Sussex Road along the water's edge.

Eight rowing boats (two-seater) and one barge (four-seater) were called out of reserve. The Commander (Commander Patrick Harland), Commander X (Commander Hugh Faulkner) and Training Commander (Commander Ian Grant) and 16 Signal Officers were appointed for immediate sea service and summoned to a secret briefing on October 23 in the Senior Officers' Presentation Room where a number of complicated manoeuvres were devised, argued and exercised at marching pace on the floor of the auditorium.

The formations were drawn out (for ease of reference) and issued (by

hand of officer). Needless to say, as the result of further study by 19 erudite Signal Officers it was found necessary to issue Change 1 by 'rush' distribution the following morning!

At 1400 on October 24, Captain Kent was towed away in his official car from the Main House by all the officers of *Mercury* and he was somewhat mystified when the driver then took him on a long and unfamiliar route to his home. This allowed time for the Signal Officers of the 'Fleet' to proceed with despatch by bus to Petersfield. When Captain Kent arrived at the jetty, eight boats were in FORM 1 (T1—Guide). The main body, rejoicing in the name of 'Lady Penelope', was manned with the Commander and Commander X in the engine room harnessing the enormous engines of one oar power each, with the Training Commander weighing

down the stern as OTC.

As soon as Captain Kent embarked, the Fleet got underway witnessed by a large gathering of rather startled ducks. A number of intricate manoeuvres followed, each one executed meticulously by the OTC raising a silk handkerchief with his right hand, repeated similarly in all 'ships' and then hauled down. Captain Kent was heard to shout 'Station' from time to time, but FORM F DIV and a final Gridiron were achieved with precision and without collision! (For the record: one signal officer was heard to remark



The Main Body

Captain Kent signifying approval of a particularly intricate manoeuvre just carried out by the main body. The engine-room staff ready to meet any order — especially either ahead or astern, and the Command indicating its intention to go ahead — with all despatch. Keeping a good look-out, a ship of the screen

Enemy in Sight
Submarine periscope in sight bearing Red 135. The main body and screen about to take the necessary steps to comb the tracks



afterwards that he had achieved his lifetime ambition of performing a Gridiron for the first time since he had joined the Royal Navy in 1939—albeit in a rowing boat on Petersfield Lake.)

The event was given good press and TV coverage and the Gridiron came out remarkably well in Southern TV's 'Day by Day'.

Captain Kent was greeted with champagne as he stepped (safely) ashore — a fitting end to a happy commission and a distinguished career. All Communicators wish him good fortune in his new career and a long and happy sojourn in his house overlooking the scene of his last Naval occasion.



And Just Rewards
Captain and Mrs Kent, Commander Harland and Lieutenant-Commander Daubney enjoying a glass of champagne and a good joke. A good time was had by all

ADVANCEMENT ROSTERS

List 'A'

Roster for: Total points of
top eligible man.

RS	213
LRO(G)	118
LRO(W)	INT (BD 21.1.71)
CY	151
LRO(T)	66

List 'B'

Roster for: Total points of
top eligible man.
RS(W) 192

Total points of men on rosters in List 'A' are adjusted in accordance with DCI(RN) 767/71. Points shown against men on List 'B' are as held at November 30, 1971. *ie*, total points gained up to, and including, those awarded on Form S507 for May 1971. Dates shown against INT rosters are the basic dates of the top men.

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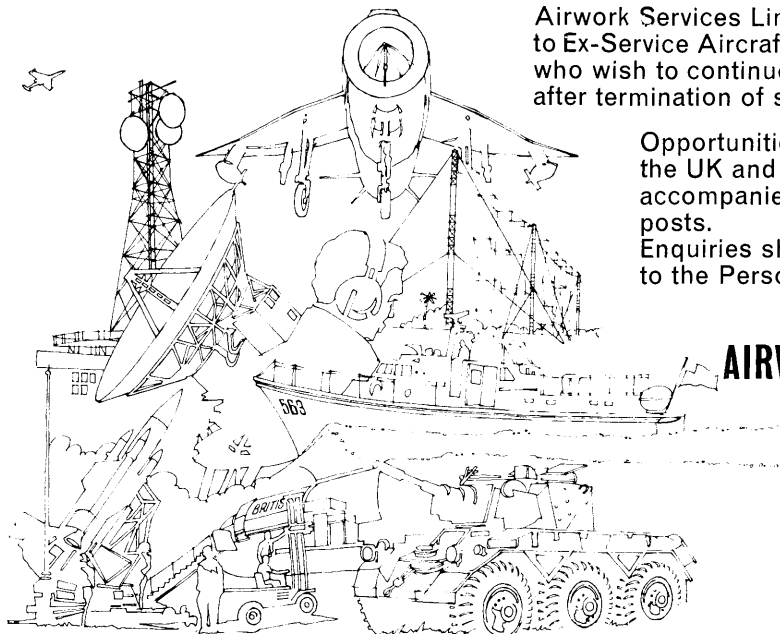
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Vice-President: FCCY T. C. W. Hankey

Mess Manager: CRS R. K. Ginns

Mess Sec/Treas: CRS J. Hilder

Mess Committee:

CME(M) B. Adlam, CRS(W) J. Leppard,

Staff Sergeant J. Ross

Entertainments Committee:

CRS P. Shuttlewood, CRS D. Smullen, R. Mech,

K. Allen, CRS R. S. Harris

The first edition of *THE COMMUNICATOR* appeared on April 12, 1947, without an article from the mess, it was not until the Summer edition of 1948 that the first Chief's article appeared the idea being and I quote 'To keep our ex and future messmates well informed of the latest affairs of the mess'. Well here goes with the info from the Mess Manager's jotter.

On the mess affairs side of life the major event has been the change of President as FCRS Bill Bernard is required for duty in Mauritius. Not only a change of President but also of tradition. No longer does the President run the affairs from his office, this is done by the Mess Manager whilst the President carries out his training staff duties. FCCY Paul Kitchen resigned as Vice-President in anticipation of his appointment to HMS *Ajax*.

The mess also said farewell to Captain B. H. Kent on his retirement and as a memento the mess presented him with a barometer. The following day the new C.S.S. Captain R. C. Morgan was introduced to the mess members.

On the social scene, events were soon underway with RNCCA Reunion 72 on September 9 (Two members did arrive on the 16th!!) Something different this year in the ways of drinks in the car park with members of the RNARS whilst Mountbatten Block was searched for an IRA bomb, fortunately a hoax.

The major event of the calendar year was the annual cocktail party which took place October 11 and as usual an excellent evening spent with local



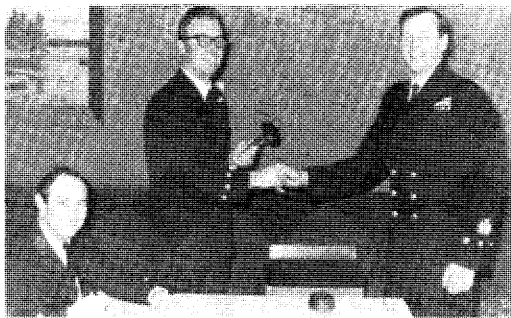
John and Mavis Smart

We hope he will be as happy as what we all thought we were going to be!

councillors, teachers, doctors etc. This year the local M.P. for Petersfield Miss J. Quinnell joined us and no doubt picked up some hints for her party conference which she attended the following day.

The film and buffet evenings continue and this term we have seen and heard 'The Mackenzie Break' and either seen or heard 'Butch Cassidy & the Sundance Kid'. Hallowe'en is next and committee wives and children have been busy making spiders webs and masks etc. To see us through to the end of term we have the Xmas draw on December 13 and EOT Christmas Dance on December 20. We don't usually run to a hatches, matches and despatches column but we must cover the match of CCY John Smart who has at long last joined the married men. He had his wedding blessed in the Mercury chapel and his reception in the mess lounge. A day that neither John nor his civilian guests will forget. In closing I would like to reiterate my predecessor's comments on the social calendar and I quote 'Any members who would like to join us at our social hours need only write to the mess manager who will be happy to despatch a copy of the social calendar to you'.

THE COMMUNICATOR is a good means of keeping a history of the Branch and in particular the mess. To help me compile a complete series of *COMMUNICATORS* for the mess trophy case I would



Retiring president FCRS Bill Bernard handing over the reins to FCRS John Eilbeck

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Outs: CRS Collinson, CRS(W) Edgell, CCY Standing, CCY Wombwell, CCY Dommersnes, CCY Partington, CRS Granger.

Releases: CCY Wright, CPO(WTR) Pinnel, CRS Banwell, RMECH Croll, CMEM Pitter, CRS Gemmell, CRS Turley.

THE ROYAL NAVAL SADDLE CLUB

HMS *Mercury* entered two teams in the Royal Naval Saddle club one day event which was held at HMS *Dryad* on Sunday September 17. We won the team and individual competitions when the event was last held in 1970 and were therefore eager to come out on top again this year. With this aim in mind anyone who professed to ride a horse gathered together in *Dryad* in the middle of June. There was a very good turn-out for the 'selector meeting' although one or two of the professed riders spent more time on the ground than on the back of a horse. However it was encouraging to find so much enthusiasm and

sufficient potential talent to enter two teams. CY Egan, LRO Poynder, Nurse Jameson, PO Ellis and two gallant officers' wives Mrs Bakers and Mrs Styles were selected to train for the event. Weekly training sessions were arranged during July, August and September and the final selection was made just prior to the event. Unfortunately PO Ellis had to drop out as he was selected to compete in the Inter-Services Pentathlon competition which was held on the same day and Sally Styles decided that she would prefer to remain a spectator so Lieut Richardson who was undergoing PWO courses at *Mercury* and Cmdr Faulkner were brought into the teams to make up the numbers.

The weather was set fair on the appointed day and a total of 33 competitors assembled at *Dryad* early on the Sunday morning to test their equestrian skills. The competitors, who had never seen, far less ridden, their various mounts before were required to do a simple riding test, jump a show jumping course of 12 fences in a small cross country course. They were required to ride a different horse for each stage of the competition.

The general standard of riding was remarkably high throughout and much to the disappointment of the younger spectators very few competitors were forced to 'abandon ship.' The *Mercury* teams did extremely well but unfortunately not quite well enough to end up 'in the frame'. The *Mercury* 'A' Team captained by CY Egan and including Lieut



LRO Poynder, Nurse Jameson, Comdr Faulkner, Mrs Baker, CY Egan

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Richardson and LRO Poynder put up the best performance and managed to gain fourth place in the Inter-establishment competition. The 'B' team were unfortunate in their 'horse allocation' which made their task that more difficult. However a thoroughly enjoyable afternoon was had by all and although *Mercury* did not manage to 'collect any pots' they put up the best performance of all the teams taking part which do not have their own establishment saddle club and as a result of his good showing CY Egan was selected to ride for the Navy at the RMA Sandhurst Horse Show.

SIGNAL SCHOOL MESS 'BUZZES'

by LRO(W) Ken Evans

Reading through the last two copies of THE COMMUNICATOR I have noticed that although 'Chiefs Chatter' and 'PO's Patter' persists nothing has been brought to light as regards the Signal School mess. But, believe it or not the Signal School mess as a whole does still exist. Since I have been here in *Mercury*, I have seen three former mess presidents pass before me. LRO(T) B. F. Wilkinson (Wilkie), who has now moved on to 'greener' pastures and by now should be beating up the Channel in HMS *Diomedé*. LRO(T) Thompson (Pete), is now with the 'beat' procession down the 'strip' in Pompey having become a 'crusher.' Then came LRO(W) Dave Barry, who is at the present time on RS(W)Q course and finally bringing up the rear is yours truly (having already reached the dizzy heights of scale 'A') and acquiring myself the 'Chair of the Almighty' and ruling the roost, so to speak.

At the moment of writing it is difficult to explain just what is happening here at *Mercury* as everyone seems to have a different view but the general 'buzz' is that the Mercury Club is to be amalgamated with Kelly Squadron (an extra 200 mouths to fill with NAAFI booze).

Socially, the Mercury Club/Signal School has picked up considerably with the advent of FREE Tuesday night discos, Thursday night dances and entertainment of other description coming our way every other Wednesday night.

For those that are interested (especially looking for 'old ships') the Mercury Club committee consists of the following people at the present time.

Chairman: CCY Ken Dunks.

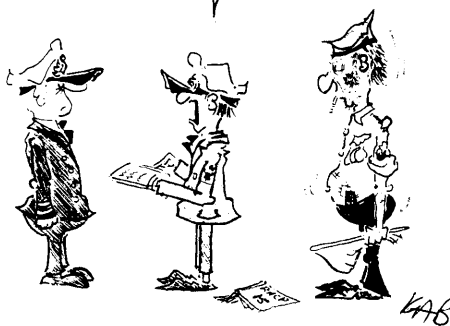
Vice-Chairman: CY 'Jan' Egan.

Secretary: LRO(T) 'Jan' Creek.

Voting Members: LROs Mac McCrudden, Fred Fox (initial 'A') Ned Davies, Scouse Mather, Louis (the lip) Providence Cheesy Craft (Dave), L/Wtr John Woodland (Woody) L/Wrn Jackson (Eddie) Wrn Clare (Sylvia) Wrn Monks, Wrn Burns (Chris).

May I offer at this point my own, and the rest of the committee's thanks to Chairman CCY Ken Dunks for the way he has established a second foundation for what we hope and feel will be a bigger club in the future, both financially and

OUT OF 246 OPERATIONAL PERFORMANCE STANDARDS SIR... NONE OF 'EM INCLUDE 'IM!



socially. Needless to say, Jan R.A. ('you can't trap me for duties') Creek, is keeping the troops happy and contrary to popular belief did not manage to escape with 16 gallons of wine after the last 'Cheese and Wine' do. However he has still managed to wangle himself a CYQ course in the not too distant future. I suppose really, I could ramble on about what changes I have seen up here in the past 16 months, but I myself am at last leaving behind the comforts of being a 'barrack stanchion' and joining the ranks of all you sea-going sailors. I join HMS *Blake* early next year in Pompey dockyard for refit (I hope). So all you lucky 'killicks' after a quiet number, write to CY Morris c/o MACC, Mercs ASAP. As for the remainder, see you around the fleet, guard your beer issue. I'm on my way.

The Captain,
HMS *Mercury*,
Petersfield, Hampshire.
Petersfield 2761-5 Ext 380

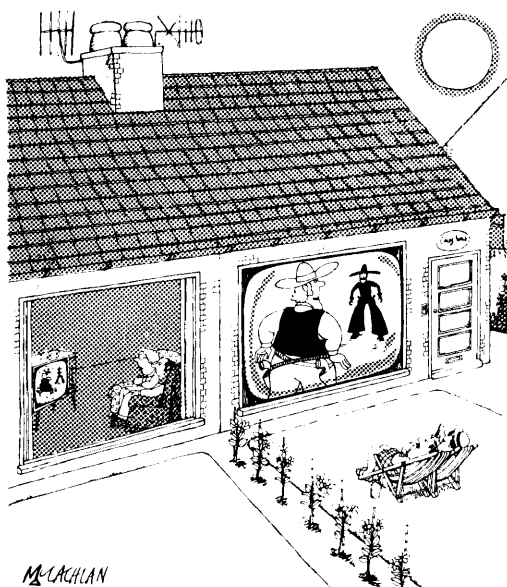
Chung Yum Ping,
25 First Street,
1st Floor,
Hong Kong.

October 30, 1972.

Dear Mr Chung,
TRADING PASS

Thank you for your enquiry concerning a trading pass. I very much regret that there is no chance that HMS *Mercury* will visit Hong Kong or indeed leave her present position in the United Kingdom within the foreseeable future.

Yours faithfully,
P. A. C. HARLAND,
Commander Royal Navy
for Captain.



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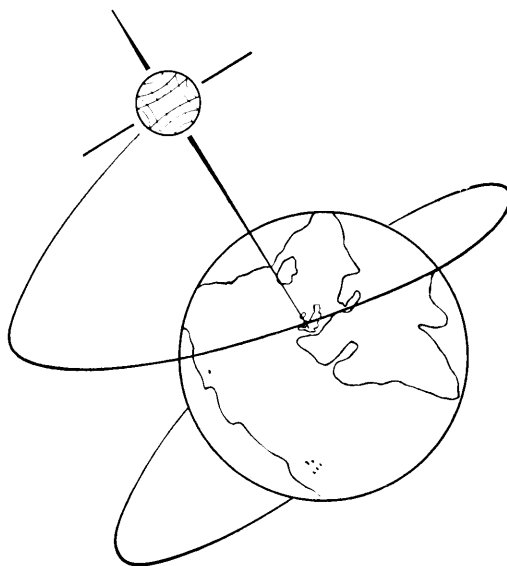
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THE LONG WAY HOME

(continued from the Summer edition)

My last article ended with car and family safely reunited in Shiraz in Southern Persia ready to start the drive north. Our first stop was at Persepolis, ancient capital of Persia and scene of the recent celebrations in honour of the 2,500th anniversary of the Persian Empire, attended by many Heads of State and Prince Philip and Princess Anne. The sumptuously furnished 'tents' were still standing and I believe are being left as a permanent tourist attraction. Persepolis has a tremendous atmosphere with its hundreds of carvings and the great rock tombs of Artaxerxes II and III looking out over the desert from the cliff behind.

A few miles north we stopped at Naqsh-e-Rustam, burial place of Darius who started to build Persepolis and Xerxes who finished it. Then on to Pasargadae, birthplace of Persia and burial place of Cyrus, its founder. Here his tomb has lain for over 2,000 years in the silence of the plains and here the Shah formally opened the celebrations last year. The road runs north some 300 miles to Isfahan, passing through the occasional village with snow covered mountains often visible on both sides of the road. Cultivated patches with their crops and flocks surround each village and all for the most part depend on a particular system of irrigation. Its essential feature is the underground water channel or qanat. The qanat is dug from an underground water table in relatively higher ground and starting at a depth of about 100 ft often extends for up to 15 miles before emerging on the surface, the flow being entirely maintained by gravity. Every 50 or a 100 yards there is a vertical bore hole which is used for passing the excavated soil to the surface when building and then for maintenance. The human moles who build and work in these systems have to be both brave for the work is highly dangerous and skilled to obtain the correct drop over many miles without benefit of modern instruments. For centuries they have been both highly respected and well paid members of the community.

The main impression as one drives north is one of wildness and desolation and one can imagine the feelings of the 17th-century traveller as his camel train lumbered over the bleak and barren uplands towards what he had been led to believe was one of the finest cities with one of the most luxurious and sophisticated courts in the world. Then he must have come over the final ridge as we did, and seen the towers of the mosques of Isfahan shining amongst the tall plane trees and he would have crossed one of the magnificent bridges over the river and entered the bustling city of Shah Abbas the Great.

The centre of the city is the great square or Maidan, seven times the size of the Piazza San Marco in Venice. Here are the Royal and Sheikh Lutfullah mosques, the entrance to the teeming bazaar and the Ali Kapu, a building with a large



Author and family — Qanat in background

balcony from which the court could watch the games of polo being played below. To emerge from the alleyways of the bazaar with its hubbub to the peace of the Maidan with the blue domes of the mosques silhouetted against the brown mountains is an experience not to be forgotten. However we could not afford to linger too long and it was soon time to cover the next stretch of the journey to Tehran, a distance again of some 350 miles. The weather was getting colder and we had our first snow — not very encouraging with the mountains of eastern Turkey still before us. We stopped at a roadside inn for lunch and the hospitality and friendliness of the Persian people was typified by the family who, as soon as we had sat down, brought the paraffin stove that was beside their table over to warm us. The standard dish in these places is chelau kebab, delicious strips of lamb broiled over charcoal and served on rice with melted butter but this time we had a vegetable stew which fortified us until we reached Tehran late that evening. The capital of Iran for the last 170-odd years, Tehran is a bustling modern city, providing some of the most exciting driving in the world! To the north lies the Elburz range dominated by the 18,600 ft peak of Mount Demavand and it is hard to believe that just on the other side, some eight hours' driving away, lie the paddy fields and the steamy sub tropical heat of the Caspian shore.

After a restful weekend with friends, we headed west for the 400 mile drive to Tabriz, for the most part a straight road through barren countryside but 80 miles west of the ancient town of Kasvin, the traveller is rewarded by the sight of the mausoleum of Sultan Oljeitu which appears on the horizon like a giant blue egg in an egg-cup. Described as one of the architectural wonders of the world, it is difficult to convey its magnificence in words. It is an octagon 80 ft across inside, with walls 23 ft thick at the base carrying its egg-shaped dome some 170 ft above the ground. Probably started in 1304 by the Mongol, Oljeitu, when

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he came to the throne, it was intended to be his burial place. Then in 1309 Oljeitu became converted to Shi'ism, one of the two great divisions of the Moslem faith, and he conceived the somewhat ambitious idea of bringing the remains of Ali, son-in-law of Mohammed, and Huseyn, Ali's son, from their resting place in Iraq to his new building at Sultaniyeh. This idea was probably not entirely religious in inspiration since the presence of such objects of Shi'ia devotion would have meant pilgrims and pilgrims would have meant prosperity for his city in the desert. No doubt there was resistance, but anyway before he could achieve his ambition he reverted to Sunnism and in 1316 his body was laid to rest beneath the dome. Shaken by earthquakes and plundered by bandits, his tomb has towered for six and a half centuries above the mud village that is all that remains of the one time capital of Persia. Indeed before the end of the 14th century the capital had shifted back to Tabriz where we arrived that evening. We spent the night at the Tabriz Inn one of an excellent and reasonable chain of motels run by the Government throughout Iran. Little is left of the former magnificence of Tabriz and the following morning, after a brief look around the town, we headed for the Turkish border and the wild country of Lake Van.

(To be continued)

CAMBERLEY HORSE SHOW

by CY Egan

Commander Faulkner, head of the 'User Requirements' section HMS *Mercury* being a user, decided that there was a requirement for the Navy to win the Inter-Service Saddle Club Cup, so here I was at the Camberley Horse Show, held in the Royal Military Academy, Sandhurst. The naval team consisted of four Marines horses, three Royal Marines and myself. Sandhurst was bulging with 'top brass' and the big names in show jumping, David Broome and Marian Mould to name but two. There were hundreds of uniformed riders of the different Army units, RAF and Mounted Police so I felt a little conspicuous in the only naval uniform present. It was a real summer's day, which brought the spectators out in their thousands to watch the thrills and spills. For us, it was an early start on Saturday morning, grooming the horses, polishing saddles and bridles and a final shining of boots and brushing down uniforms. We finally mounted and our team of helpers were like busy bees, keeping dust off the horses and giving final shines to the team's boots.

The competition consisted of a riding test (horse control and obedience) ridden from memory, a show jumping event over 10 jumps and points were also awarded for the turn-out of horse and rider. The cup for the competition had been generously donated by the Royal Air Force but up to the present the competition had been dominated

by the Army Saddle Club. While we waited to participate in each event, there was time to watch the big names in the main arena. It was heavy on thrills but light on the spills. Lunch was taken in the saddle (beer and sandwiches), with our helpers brushing away the crumbs.

At the end of the day with the final results, the Royal Navy team was placed fifth overall in the Inter-Saddle club event which was won by the Metropolitan Police, but won the Inter-Services' Cup for which a team of four riders from each Service compete and the best three performances count. We had broken the Army monopoly.

The presentation was held in the main arena and the winning teams had to ride around the arena in line abreast. After the cup had been presented along with our rosettes it was filled with champagne (and emptied) whilst photographs were taken. It wasn't over yet, the horses had to be fed and bedded down for the night. This done, it was away to Camberley for dinner, dance and drinks well into the morning.

Two exciting and pleasant riding weekends had come to a close, it was back to *Mercury* and the new entries, but the cup came back with me. *Mercury* will hold the cup for six months, then CTC Lympstone (Royal Marines) for six months. To start a naval monopoly on the cup, we need more riders. The requirement is for users of horses (four legged).

THE HIDDEN CITY

by Clansman

The winner of the Summer competition was RO2(T) Kerslake of HMS *Argonaut*. The answer was of course LISBON.

As last term's quiz was easy, quite a lot of mail to sort, this time some slightly more obscure clues to another seaport/city. Can you guess which one? The winner will receive a gift token to the value of £1. Closing date for the competition is March 1, 1973, and all entries, postcards only, should be sent to the Competition Secretary, THE COMMUNICATOR MAGAZINE, HMS *Mercury*, Nr Petersfield, Hants.

Started as a fishing village in 1043 and stands on two inter-connected islands. The harbour was erected by Bishop Absalon in 1100 as a refuge from northern pirates. A famous British admiral defeated a fleet here at the beginning of the 19th century.

The main industries are ship building, distilling, brewing, and sugar refining and some of the main exports are butter, bacon and corn.

The country of which this is the capital consists of a peninsula and about 500 islands, only about 100 of which are inhabited.

The name of this city means literally 'The Merchants Harbour' and one of its more famous landmarks is the Pantomime Theatre.

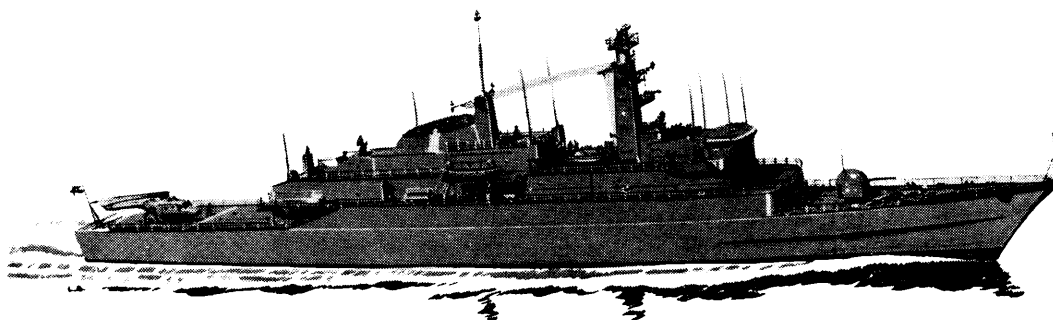
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ALBION FINALE by FCRS J. Farley

In the middle of a Canadian 'jolly', it can be said that the best way to travel is by the Canadian equivalent of a 'Pussers' Tilly, namely a nine seater Ford Galaxy. The trip was from Halifax to Millcove through scenic countryside which one or two members of the party missed due to catching up on sleep lost during a non Communication role in Down Town Halifax the previous night.

Millcove is a combined version of Whitehall and Forest Moor situated 30 odd miles from Halifax. The Commcen lays surrounded by a large receiving aerial farm, its interior is open plan, with DCN Ship-Shore, Broadcast control (C11L and C13L) and Ground-Air circuits terminating there.

An excellent conducted tour which included the intricate details of the MARO world was followed by a visit to the accommodation block three miles away where one or two schooners were completely sunk.

Our thanks to the Message Centre in Halifax Dockyard who kindly guarded for us leaving only messenger trips and the telephone exchange to worry about.

If Halifax is anything to go by our visits to Montreal (five days) and Quebec (three days) should be a roaring success.

After our final disembarkation of 42 Commando at Plymouth it is back to Portsmouth for care and maintenance and 'drafties' wont!

HMS ANTRIM by RS J. A. Littlefield SIX WEEKS A YANK

Although it is commonplace for ships of the Royal Navy to operate with the navies of other countries, usually in a NATO capacity, it is unusual for one of H.M. Ships to act in a national capacity and become fully integrated within a fleet of an allied power.

While deployed in the Mediterranean, *Antrim* assumed the DLG's primary role of AAW Major Unit Defence and Air Defence Control Unit and for six weeks became an integral part of the United States Sixth Fleet.

The concept of our association with the Americans was not the brief encounter of a fleet exercise but to participate in the day to day business of the Sixth Fleet which included the operational and logistic problems that prevail with any large military organisation.

The operational planning of the Sixth Fleet is undertaken by the Task Group Commanders on a monthly basis and takes the form of a Monthly Practice programme. Prior to joining our particular Task Group we were armed with neither practice programme nor operation order which led to a certain amount of apprehension because although NATO procedures are basically adhered to by the USN there was a great deal of information to be exchanged by both Communications and Operations Room organisations.

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Liaison was essential. Recently arrived on the Mediterranean Station and visiting Barcelona with *Antrim* was the Guided Missile Cruiser USS *Columbus* who was preparing to join the Task Group to which *Antrim* had been assigned. The communication officers and ratings were most helpful. The information and insight to a USN communications organisation allowed *Antrim* to join Task Force 60 with the preparedness which is expected.

The six weeks saw a comprehensive selection of fleet exercises which included missile and gunnery firings, Air Defence, Ops room and Communication exercises which like all Anglo-American activities developed into competition.

To compare USN and RN Communicators there are many points which should be considered, the most salient of which are:

- (a) Communicators within the RN participate in the Action Information Organisation of a ship to greater or lesser degrees. The alert Communicator has a lot to offer his Ops Room counterpart and can add to the general sense of urgency which is required. This was not found to be so within the USN as 'Combat Information Centres' and Communication Organisations are not as closely associated resulting in an apparent lack of urgency and limited knowledge of communication requirements for different tactical situations.
- (b) The shorter engagements of USN personnel render them generally less experienced than the average nine year man of the RN.
- (c) Possibly the most pertinent fact is the informal and casual attitude of the American way of life which is reflected in Service life at all levels.

Many are of the opinion that we 'Over-Communicate' within the RN, this may be so but it is done in an orderly fashion, *ie*: Manoeuvre on Tactical UHF, pass Combat Information on Task Group Reporting, etc. It was found that within the Sixth Fleet information passed on various radio circuits varied a great deal from what was expected. Manoeuvring messages were passed on TG reporting to such an extent Plot ratings became quite familiar with ATP1, Vol II.

The danger in adopting a casual approach during times of peace breeds bad habits. The slowness in passing information to different parts ship, *e.g.*: from CIC to 'Radio Shack' and vice versa, is a good example and circuit engineering information often seemed to get lost in the intricacies of internal organisations. This is probably a harmful side effect of the school of thought which takes circuit engineering away from the user and into the provinces of the maintainer rendering the user at the mercy of someone not fully appreciating the urgency of a particular situation, a trap the RN should not allow itself to fall into. Modern methods are all very fine but often leave much to be desired.

Generally other than a few Americanisms the Gs and Ws learnt very little. Compatibility of equipment was no problem and it was found that the two work-horse circuits of the organisation, Task Group Calling/Working and Task Group Broadcast, gave satisfactory results and were well controlled even if the American operator will add his signature to each transmission as if it were his own expressed wish. It is however the compatibility of the human element which leaves something to be desired but when the 'Language barrier' and different attitudes are considered it is likely that the problem is inherent.

On the credit side the Tactical ratings were surprised to find that keeping a watch which involved manoeuvring a force by flag hoists and flashing light was actually enjoyable. Also to their credit the number of buntings panic stricken at the sight of a ship in company making semaphore were reduced. The semaphore instruction given prior to deployment was worthwhile.

The purpose of this article is not to build a platform from which to sing our praises but to point out the differences and shortcomings on both sides, not only relating to communications but some aspects of modern warfare. The ability to provide such things as efficient data link systems, reliable teleprinters and other material things in life is beyond the communicators' control. What we are able to provide is a comprehensive knowledge of all aspects of communications and a high standard of operating and planning.

To conclude, considering the number of years and extent of mutual co-operation it is somewhat strange that so little is known of each other. It is possible however other units of the RN will be closely associated with an American Fleet and there is much that we can teach each other providing each approaches the other with an open mind and a willingness to learn new methods. However, never let it be said that a ship of the RN found it necessary to make 'Interrogative Mike Corpen'.



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HMS ARK ROYAL — SMITHS UNITED

The Lord Mayor of Leeds, Alderman Smith presented Senior Aircraftsman Smith with a birthday cake on his 21st birthday, October 18, onboard *Ark Royal*. RO1(G) Smith was also there to swell the Smith ranks. SAC Smith had been loaned to *Ark Royal* to operate the Naval Air Corps voice circuit into 38 Group RAF Tactical Communications Wing at RAF *Leuchars*.

HMS *Ark Royal* is adopted by the City of Leeds because when the *Ark Royal* was sunk in 1941 the City of Leeds enquired from the Admiralty how much it would cost to build a new aircraft carrier. The reply was two million pounds! Leeds raised this money in a fortnight.

Next year *Ark Royal* is to be presented with the Freedom of the City of Leeds and it is planned for 500 of the ship's company including ROs to march through the City.

HMS BRISTOL — IN A CLASS OF HER OWN by Lieut F. M. Emmett

HMS *Bristol*, the first of the originally planned eight Type 82 destroyers, is due to arrive in Portsmouth on December 17.

With the phasing out of the aircraft carriers from the Royal Navy, *Bristol* will be the only type 82 to be built. Although smaller in physical size than the DLGs 01 to 08, HMS *Bristol* is almost 1,000 tons heavier than the previous class but has a reduced number of ship's company. The ship is powered by two steam turbines for normal steaming and is fitted with two Olympus gas turbines to provide additional boost for high speeds or for leaving harbour in emergencies. The four power units give the ship a maximum speed in excess of 30 knots. HMS *Bristol's* role after trials will be to provide command facilities and area defence for a task force.

At first sight the ship appears to be underarmed for her size until one realises that her fire power is comparable to a World War II cruiser but much more effective. The main armament is Seadart, the replacement missile for Seaslug, with super-sonic speed, range and manoeuvrability to cope with any airborne threat. The Seadart can also be used effectively against surface targets.

The gun armament is the new 4.5 inch single barrel, automatic mounting, and the gun house remains unmanned throughout shoots.

The main ASW weapon is Ikara, the Australian designed radio controlled missile that delivers a homing torpedo to submarines detected by the ship's own sonars or those of her consorts. The conventional twin triple-barrelled mortar is also fitted.

The ship has a helicopter landing deck to take a Wasp helicopter but is not fitted with a hangar, consequently the ship will not carry her own helicopter.

The ship's sensors provide basic data required by the heart of the system, two Ferranti micro-

miniaturised computers. The ship's inertial navigational system (SINS) continuously informs the computers of the ship's geographical position, course and speed. These inputs enable the computers to provide an up to date visual presentation in picture and writing form. To achieve the quick reaction times required in modern warfare all the weapon systems are fully automatic.

Conventional plotting tables are not to be found on HMS *Bristol*, in fact the only use of the chinagraph pencil in the Ops Room will be to make up stateboards. Amongst many other things the computer provides the answers to relative velocity problems, and CPAs in micro seconds, it will also draw the screen sectors on the plot just as quickly if asked to.

The Communication Branch has not been forgotten and the MCO complex is the most modern to go into any warship. All the communication compartments lead off the MCO and the C & M desk is sited in the MCO. Communication ratings will not be seen travelling around the ship to check equipments in various offices. *Bristol* is the first ship to be fitted with ICS 2 to provide MF/HF communications; conventional 692s provide UHF communications.

The first commission of HMS *Bristol*, until the first refit in 1975, will be mainly taken up conducting trials on the computers and weapon systems and proving the system in preparation for the type 42 destroyers.

The staff consists of 30 Communicators: the large majority of whom will join the ship in Portsmouth on December 17.

The 'G' department is led by FCRS Bradley and RS Wheeler. The 'T' department is led by CCY Barrie.

I apologise that this first article from HMS *Bristol* has not been communications slanted, but hope that it has been of interest.

HMS BULWARK — THE 'BUSY B'

July 17 saw the return of the 'Busy B' to Plymouth Sound, amongst a small armada of ships who had just completed Exercise 'Westward Hoe'. Once more the familiar sights of the Sound, the Hoe and Drake's Island caused the Guzz natives to break out in smiles from 090 degrees to their normal residential 270! The *Bulwark* had just returned from a UK/US amphibious exercise at Vieques, an island south east of Puerto Rico. FOCAS embarked during the latter stages of the exercise and took passage for our 'R & R' visit to the US Naval Base at Mayport, Florida. This new base, designed and virtually dug out of virgin sand by the US Navy, provided all the usual facilities from a well stocked PX to an up to date automat providing anything from candy to cigarettes, coke and hamburgers and a wide variety of hot meals. Add to this their ample sporting arenas, club facilities, the daily laundry service, collected and delivered to the ship and the immense space and cleanliness of the berthing areas, one can only

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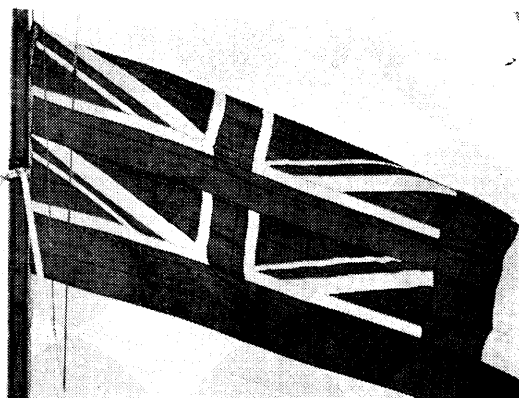
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This Ensign was hoisted at Colours in HMS 'Bulwark' recently; as a consequence the SCO cannot afford his wine bill this month!

envy their resources of land, on which to build such a modern base.

Jacksonville, the prime junction city of Florida and some 15 miles to the west of Mayport, provided the usual big city attractions that one associates with the United States, whilst Mayport and its adjacent beaches were ideal for swimming, surfing or just walking along miles of hard white sand through Neptune, Atlantic and Jacksonville beaches, all of which were under the surveillance of motorised lifeguards who zoomed across the beaches in their fully equipped station wagons. Car hire firms were well patronised, and the cost of petrol, hire and insurance charges were all very reasonable. Petrol had to be cheap, since most of it is used to drive the cars' air conditioning plant, let alone get the car moving!

A return to the battlefields of Vieques for another phase of Exercise 'Rum Punch' was an excellent method of shaking the bourbon out of the blood stream! A silent passage across the Atlantic and into the Med, gave valuable operational experience under total radio and radar silence. It is ironical that such a vital tactic as radio silence is seldom exercised. It would seem there is a requirement to select ships at random to 'go silent' either on the entire passage, or for a certain period. It would provide excellent value, not only to the Communicators, but to all those who find it difficult to restrain themselves from releasing signals — it would help them 'kick the habit'!

After disembarking 41 Commando in Malta we returned to Devonport to start the DED, which owing to the industrial dispute, resulted in a delayed completion date. The inconvenience and frustrations of laying at the bottom of a dry dock were lessened by a programme involving training, sport and recreational/educational visits. One such visit took us to Portishead Radio which during our two month deployment to the Caribbean and the States, took over £300 from us in telegrams and telephone calls, in a most efficient manner! RS

Woodward presented a ship's crest to the Post Office Radio Staff in appreciation of their continually excellent co-operation.

By the time this article is printed we would have emerged from the dockyard dust, undergone a short but hectic work-up/shake-down on our way to an amphibious exercise in the Mediterranean, visited Toulon and Malta and back to Guzz for Christmas leave.

We will also have said farewell to our SCO, Lieutenant-Commander J. W. Roskill and wish him and his family well at his next appointment in Mauritius; and at the same time welcome his relief onboard, Lieutenant J. T. Sanders.

HMS BRIGHTON—IN COMPANY WITH SNOW WHITE AND THE SEVEN DWARFS

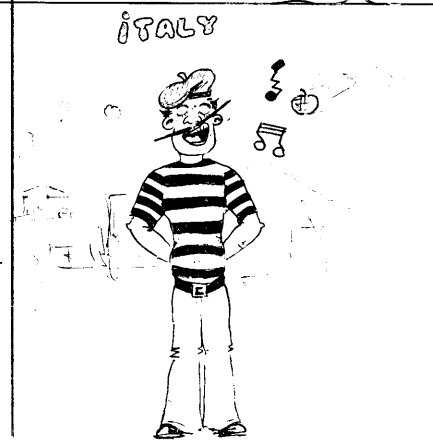
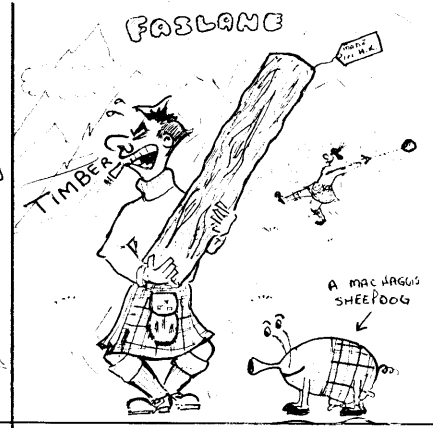
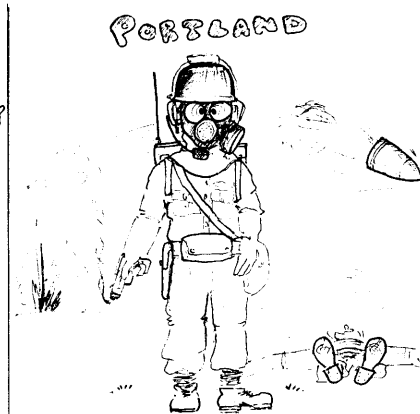
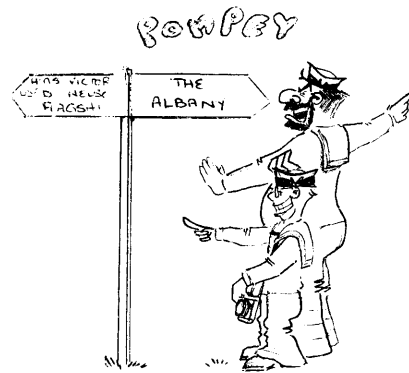
Anon

Interested? Well it took a lot of thought before we decided on such an eye-catching, pulsating title. There is of course a yarn behind it, so don't turn over the page, we're not going to rattle on about programmes and oppos or morse and flags.

It all happened in July. The *Brighton*, battle worn, weary and worse for wear (we had just come from Portland work-up), dropped anchor in Bremen. A quiet, picturesque city nestling by the estuary of the river Weser, offering (according to Cosmic tours), Löwenbräu beer free with meals, 'quaint' little streets, interesting antique shops and other age-old architectural delights, the pride and joy of Germany. Ach: not so! According to a more reliable source (our liaison officer), Bremen was on a par with Soho. (Apologies to natives of Soho.) We were there on an unofficial visit, which in English meant Jack had to find his own entertainment. (Apologies to natives of Bremen.) However — Snow White and the Seven Dwarfs! (Just whetting your appetites.)

Imagine the situation — or better still, place yourself in it. Jack proceeds ashore and traps the first German dockyard matey on hand, gesticulates and asks in broken German, 'Where do we go?'. German dockyard matey gesticulates and replies in broken English 'Ein Schnow White ein ze Zeven Zwarf!' Which to keep a long story short sent half the ships' company, wardroom, chiefs, etc down to number 7 wharf looking for a boozier called 'The Snow White'.

The more restrained members of the crew, (comms. gunners and greenies) not clearly understanding of the dockyard matey, headed for Bremen. Waylaid upon the way by a charming lady (15 stone, sweaty tights and greasy lipstick) outside a bar, they were enticed inside and welcomed by more charming ladies. Having settled down with glasses of beer at Common Market prices, enquiries were laid as to the whereabouts of 'Ein Schnow White ein ze Zeven Zwarf'. Charming ladies giggled. Fritz the barman made rude



gestures using thumb, forefinger and forefinger, the Jimmy blushed and Jack was confused, when suddenly a cinema projector whirled into motion at the back of the bar and flashed into life on the forward bulkhead beside a life-sized portrait of Kaiser Bill. Charming ladies hugged goggle-eyed Jack, Fritz made more rude gestures and the Jimmy carried on blushing.

Now, I don't know if any reader still left has ever seen Snow White and the Seven Dwarfs in Bremen or elsewhere but we recommend it as part of a matelot's education. *Mercury* should get a copy. Classrooms would be full and the chap who invented 'Operational Performance Standard' as a way of filling up RNCP 15 would come out of hiding. In full colour, animated to Disney perfection, performances by Droopy, Sleepy, Dopey, Sneezy, Doc, Snow White and all, it's the best *blue movie* we've ever seen!!

FUTUREPAST?

by RO2(W) M. J. Allen, HMS Cleopatra

Adam Smith was a bright young man who was working in the research section of a large chemical company. His particular field was chemical biology; the study of chemicals in man. He enjoyed his work and often worked late to extend his studies. After many years of research and experimentation he discovered the secret of eternal life, or, almost eternal life. His discovery would allow a person to grow old but only very slowly. He took his discovery to the Council for Scientific Research and they were impressed, at least at first they were. When Adam told them of the rare elements involved and the cost of production they dismissed it. They told him to pour away the substance and forget about it. He was disheartened. All his work now seemed pointless, it had been a waste of time and money.

He took the substance home and spent many hours thinking about its consequences and finally decided that he and his wife Eve would drink it, to prove its worth. This they did, and Adam soon settled back into a different line of research. There were problems of course, they had to move house every few years or so, and Adam had to change his job frequently so as not to arouse suspicion.

The substance obviously worked well for after 700 years the couple only looked about 40 years old. It was about this time that a new planet was discovered which was very much like the Earth but more than 100 times bigger. Plans were immediately put into force for a mass migration. Enormous space liners were built to carry the earth's population to this new land. It was 70 years after the planet was first discovered that the last space ship left, leaving only those who wanted to stay, behind. Adam and his wife, who had seen many years of history being formed stayed behind to see how the Earth fared with its lighter load.

It did well and everyone was happy and above all, equal. Then tragedy struck: some 200 years later an epidemic swept the world killing every one but Adam and his wife who were immune because of the substance they had taken so many years before. They were now the only two left on Earth and they knew that if the Earth was to remain a home they had to have children. So they started a family. Adam and his wife Eve.

Is this the story of the beginning . . . or the end?

HMS DEVONSHIRE

by CRS(W) A. R. Taylor

Since the last edition, the *Devonshire's* programme has livened up somewhat and we have managed to get in a few good 'runs'. After doing our whack of Beira patrol we finally set sail for the Far East, arriving at Singapore on July 24, destined to stay for seven days. The ship having been at sea for 40 days (and nights), was quite laden down with money, as was evident by the vast number of 'rabbits' found later, hiding in various nooks and crannies of the ship. It is nothing strange to find kiddies' bicycles, huge stereos, lampshades, baskets and sheets etc, stowed in gash funnels, masts, EWOs and VS Stores.

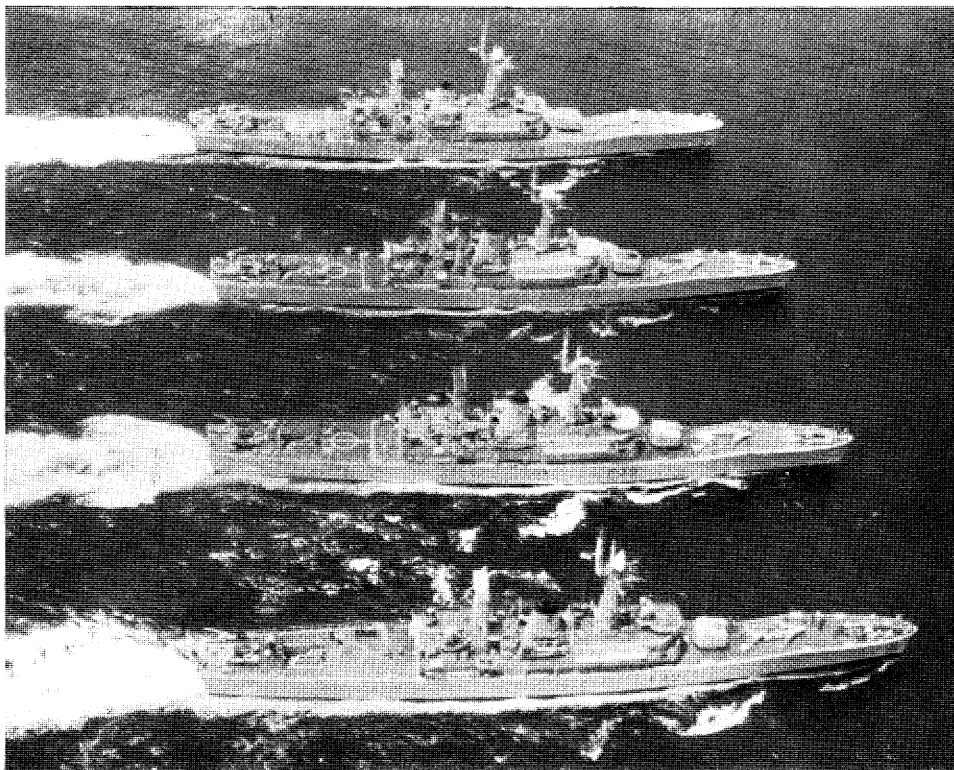
We sailed from Singapore looking forward to the visit to Ito in Japan. Each year a British ship is invited to attend the William Adams Festival. The festival was something one only sees maybe once in a lifetime and I expect most people on board were glad they were able to witness it if only to see CCY 'Doc' Bee striding along with the ship's volunteer band, banging and clanging his cymbals for all he was worth. We are still rather mystified, however, as to how he managed to take the same size strides as the rest of the band. (He's getting shorter everyday, running up and down the Admiral's ladder.) The spa of Ito provided the ship's company with plenty of hospitality and I'm sure it will be remembered by all.

We then headed for the Philippines, calling in at Subic Bay for the weekend. What do I say about Olongapo City? For those that have been there before, it's just as great. For those that haven't yet had the fortune to see this picturesque city, let me say 'You haven't really lived!' The ship sailed from Subic as scheduled and spent three or four days on the missile range before sailing back to Singapore for a three week AMP.

September 21 saw us cruising up the river to Bangkok. This has got to be the best 'run' in the Far East! I think all 40 Communicators will agree with me.

On leaving Bangkok we returned to the Singapore areas, and to the horror of many, participated in a few days of the WPP. (How cruel after Thailand.) Completing this successfully (as always) we were alongside in Hong Kong a week later, ready to take over as guard ship. We are due our harbour/sea inspection in early November and at the time of writing, are busy preparing for it.

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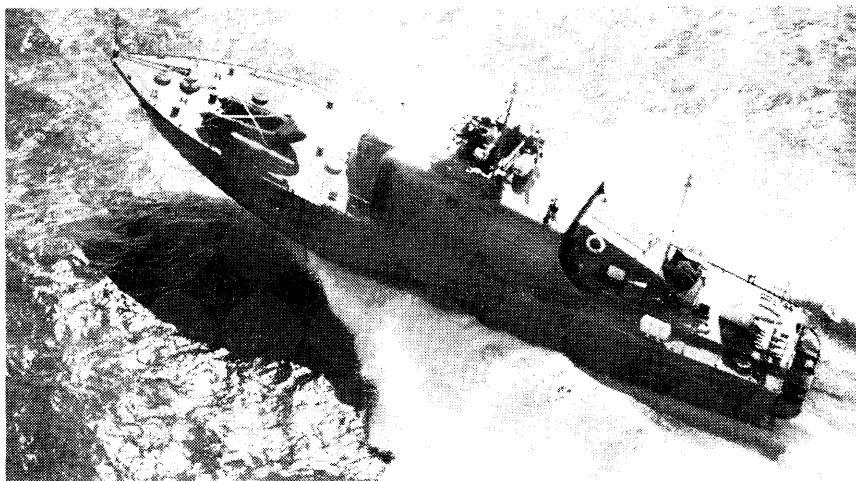
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OSA? CLASS?

1st FAST TRAINING BOAT SQUADRON by Anon

I had firmly intended to write an article for the next edition from the 1st FTB Squadron, who must be by now familiar visitors to the EW Offices, Ops Rooms and sometimes, almost, the mess decks of ships visiting that Riviera of the South, Portland. Manned by virile, keen and dedicated young men, we bring terror into the very souls of those ships not warned by their EW operators of our stealthy approach. We produce a very cool line in Styx and torpedo attacks, the most nauseating flavoured (CS) smoke and even the odd burst of gunfire (sparker with a five inch Aldis is worthy of the Golden Shot any day). Unfortunately, Amend No: 374 to the WPP and Opdef No: 13 (unlucky for some) have defeated us again. However, rather than turning in a nil return, herewith a small press cutting which might bring the aroma of the rolling Channel to your croquet lawns.

From 'PT BOATS "ALL HANDS" NEWS-SHEET"—FALL 1971 (REGISTERED IN USA) News from PT Boat associates—ENGLAND, Europe. 'Lieutenant N. R. H. Cartwright, Royal Navy, HMS *Mercury*, Nr Petersfield, Hampshire, England. This is another gentleman we met while at the MTB Officers' Reunion in London. HMS *Mercury* is one of the present day small craft of the Royal Navy.'

Note: Lieutenant Cartwright (now Lieutenant Commander Cartwright—SCO of HMS *Blake*) was then CO of HMS *Scimitar*.

LIFE IN FIFE by Anon

Life in *Fife* once again grinds to a halt while 40 or so Communicators huddle in the corner of the office to try and decide what tit-bits of news would be of interest to our fellow communicators.

Things livened up when we became flagship of

FOF1, Vice-Admiral A.M. Power and livened up even more when we were invited to participate in exercises 'West Hoe', 'JMC165' and 'Strong Express', all in pretty quick succession. The latter exercise causing acute anxiety to the RS, what with three different offsets, two different frequency shifts and two different arrangements, all on circuits radiated by the same ship.

All is not work though, and the exercises were interspaced with visits to such delightful 'out of the way' places such as Plymouth and Rosyth. Rosyth proved to be a much better run than expected, thanks mainly to the splendid hospitality of Forth Division RNR.

At present the ship is set in a huge block of concrete known as Fountain Lake Jetty preparing for FOF1's inspection and a six month jolly in the Med.

HMS GURKHA—AYO GURKHALI by The Radman

Greetings. Since the GPO. never got our last ditty through to the avid readers of THE COMMUNICATOR, or the editor thought it too pornographic to publish (will I never get my name in that magazine?), here is another attempt from the *Gurkha*.

We arrived on station at Bermuda on July 15 having left Rosyth (eventually) on July 3, and since then we have visited such exotic places as Freeport (expensive), Carriacou (not so expensive), San Juan (Oh Boy!), Guadeloupe, Barbuda, Bequia and a veritable multitude of lesser islands. Actually it's all a vicious plot—there is only one island out here and we just keep steaming around it and calling in at various times.

We have just completed a three week AMP in Chaguaramus, Trinidad—a rather hectic time was had by all. The sportsmen on board managed a total of nearly 90 games of sport, of one kind or another, and the Comms managed a fair repre-

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sentation in them all. As the saying goes 'The glory is not in winning, but in having taken part'.

We've also had our moments of glory, with two aircraft crashes (both non-Pusser) and one sick seaman off the *Adoration* to our credit—communications playing a very big part in the latter.

On arrival at Rosyth in December we have a big staff changeover and amongst the staunch Communicators that we lose are:—A/L LRO Ellison, RO2s Myles, Hayes, Oliver, Lockhart and Lawson, so 'barrack stanchions' watch out. Another great loss to the staff, will be our boss, Sub-Lieut SD(C) M. R. Skinley (he told me to write this. . .) who leaves us in November for *Mercury*. If anyone there wants a First Lieut's runner—he's the boy for you. Seriously, it's not often a Tribal gets a (C) as its SCO, and it makes a change to have someone whom you can't flannel.

The staff at the moment consists of Sub-Lieut Skinley, RS Johnson, A/L LRO Ellison, RO1(G) Wolfe, RO2(G)s Prophet, Myles,* Paton, McCaffery and Edwards, CY Tapping, LRO(T) Flintham, RO2(T)s Davies,** Lockhart, Lawson, Francis and Stanton. LRO(W)s Staff and Hodge, RO2(W)s Hayes and Oliver and JRO(W) Moody.

*The only one badge RO2 broadcast operator in the fleet.

**Three warrants (non-British Rail) in five days, so he might not be here when this is read.

HMS GRENVILLE by LRO(W) Morris



'Grenville's' Comms Staff. Showing the effects of strain as Trials Ship?

The 'FORTS' and 'UNFORTS' of F197/GGCT FORTUNATELY *Grenville* is a trials ship, UNFORTUNATELY we never know if the trials work.

FORTUNATELY our last trial was SCOT, UNFORTUNATELY they wouldn't let us play with it.

FORTUNATELY we had our own broadcast,

UNFORTUNATELY it was run off B40s and 41s.

FORTUNATELY we have six HF transmitters, UNFORTUNATELY three don't work.

FORTUNATELY the 640 works, UNFORTUNATELY so does the 89Q and 602 (sometimes).

FORTUNATELY we also have some UHF sets, UNFORTUNATELY we also have LREM Smith (say no more).

FORTUNATELY we possess a RATT bay, UNFORTUNATELY it happens to be Off-line.

FORTUNATELY *Mercury* sent us two new sparkers, UNFORTUNATELY they can't read/send morse.

FORTUNATELY we have an alert tactical department, UNFORTUNATELY they are blind.

FORTUNATELY our next fit (ICS3) should solve all our problems, UNFORTUNATELY we won't be here to see it.

FORTUNATELY THE COMMUNICATOR has received its first article from us, UNFORTUNATELY they may not want another.



'How is your head this morning chief?' The SCOT aerial HMS 'Grenville'

THE EX-COMMUNICATED 'GOLLIES' by RS(W) R. A. J. Chambers

Under the PWO trial system, that *Minerva* is carrying out, the ROs(W) are now in a self-contained, sub-department of the Operations Division. They are totally divorced from the Comms world and form part of the Operations (Planning) Division, short title: POPS. For a run down of the division it consists of: Lt Brigstocke RN who is the Ops Officer/Gunnery Officer and Divisional Officer. The RS(W) is the Divisional PO and Captain of the Top part of ship. Four LRO(W), three RO(W), one L/S RP2, seven RPs, and three

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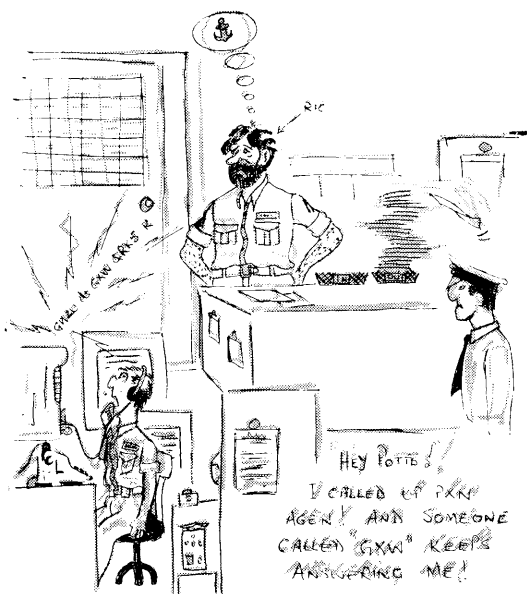
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Marines quite an assortment.

The everyday life of the Gollie hasn't changed very much, he is normally in three watches at sea, does duty hand in harbour and has a slightly larger cleaning commitment.

Under the new regime, it seems to allow more time for EW but practical Comms is definitely out, although training hasn't suffered at all, it does mean, however, the (W)s are no longer under the beck and call of the RS(G) which makes life quite hectic in the MCO at times.

The main person affected by the shift, is the RS(W), well known to be ever flexible, he has found himself I/C of the top part of ship, instructing on varying forms of seamanship and as a sideline, EW. It's not as bad as it seems though, the day to day running of the Office is ably handled by the senior LRO(W) and the upper deck is ably attacked by the buffer (1 L/S). On the whole, the system has been quite successful and is certainly appreciated by the (W)s, I hope that I can repeat these words after Portland work-up which starts today. A foresight of things to come?

HMS NORFOLK

by RO1(G) W. M. Chapman

I had heard of my draft to HMS *Norfolk* early in April 1972, and I thought 'Good Lord! What else must I do to get away from Royalty and Drafty?' As it turned out I have not had to lift my finger in anger against either, and generally speaking I am rather pleased with Drafty's decision. My advent coincided with the departure of Captain Cook, a man who was rather dedicated and had an almost unbelievable love for the sea. One need not look far for proof either. Of 32 years' service so far, he spent no less than 24 years

at sea. (Some sailors are annoyed if they are asked to spend 24 days at sea in any one year.)

On the same day (July 17, 1972) Captain John Cox joined us fresh from a two-year stint at Bonn, with a formidable reputation behind him.

We sailed on July 24, 1972 as Flagship to join the other ships of the Standing Naval Force Atlantic. They were USS *Bigelow*, FGS *Sch-Holstein*, HNLMS *Amsterdam*, and the *Admiralte Pereira Da-Silva*. Commodore John Fieldhouse the Commander of SNF was transferred by jackstay from USS *Bigelow* along with his staff. His staff included a German Staff Officer a Dutch Staff Operations Officer, a Danish Communications Officer, a Norwegian Anti-Submarine and Weapons Officer, an English Secretary, a CCY, a LRO(T), and an RO2(T).

Commodore Fieldhouse promised us that a difficult period ahead was inevitable. There were a few doubting Thomases but they soon changed their tunes when they realised the number of guard duties that we were invited to accept in harbour and the occasional guard duty at sea. We took part in several exercises together and the experience gained on both sides must certainly be very valuable. One of the more important exercises was 'Strong Express'. During the exercises we carried out carrier operations with the USS *J. F. Kennedy*, the world's largest conventionally powered attack carrier. These exercises were demanding, what with two watches, DC exercises, with tension in the air as the pressure mounted on the Communicators externally and internally alike. Fortunately, we survived without too many scars.

The *Da-Silva* left us on August 1 while we, were at Trondheim (Norway), our first port of



'Norfolk's' 'Untouchables' — Always open to challengers. L to R, back row: RO2 Ellis, LRO Garrit, RO1 Botton, RO2 Vroon, RO2 Chislett, RO1 Pawsey. Front row: LRO Norcliffe, RO1 Hall, LRO Powell, LRO O'Toole, RO2 Slater

call. The fiords around Norway are extremely beautiful, so beautiful that it was not unusual to see sailors milling around on the fo'c'sle cameras in hand endeavouring to capture something of the picturesque nature of the hills as they loomed out of nowhere, ahead of us, and the peaceful environment that surrounds them. Other ports of call included Narvik, Bodo, Tromso, Stavanger, Newcastle (UK), Denhelder, Rosyth, and Bremen. where the HNOMS *Oslo* and the HNOMS *Stavanger* joined us.

Newcastle deserves a special mention: *Norfolk* was built there. Just how much this influenced the 'Geordies' I am not sure, but the welcome that we received was tremendous. A full programme was laid on and this included every type of entertainment possible. Everyone enjoyed himself whilst in Newcastle even the well-known moaners. Den Helder was far less exciting even if one considers that we spent 14 days there basking in the sun.

SNF's programme will not be completed until early December. Despite this one feels that the worst is over, or is it that we have become so accustomed to the continuous hard work?

The Communicators have a very successful football team captained by RO2(G) Chris Vroon. Chris would like to hear from readers before we arrive Portsmouth early December 1972, with a view to a few challenges during the weeks we are in harbour.

The SCO Lieut-Comdr Frost and the balance of the staff join me in wishing all readers a 'HAPPY CHRISTMAS AND AN EXCITING NEW YEAR'.

By the time you read this I will have left the Royal Navy having benefited from the experience.



INFORM ALL THE TROOPS
THAT COMMUNICATIONS HAVE
COMPLETELY
BROKEN
DOWN.....

RFA NEWS

by John Farad
A SHACK YARN

'Sheer laziness!' exploded SRO.

'What is?' queried ROB since the boss's remark was quite non apropos.

'RATT!' barked SRO with drawn lips and dark flashing eyes. 'It's sheer laziness, that's what it is. Communicators today don't know what a morse key looks like let alone be able to manipulate the morse code'.

'I like that', mused ROB softly.

'What?' rasped SRO.

'Manipulate the morse code. Quite poetic that, boss'.

SRO wore his verminous look again.

'I'll pop that in the letter I'm writing right now, so's I won't forget it'.

'Bah!' cried SRO with arms and eyes reaching up to the deckhead in the radio room as if appealing for the Lord's wrath to descend upon the wayward tribes about him. 'That's exactly what I mean', he added, calming down a bit and flopping into a swivel chair as it dutifully turned to receive his capacious blue posterior on the next roll of the ship. 'With all these machines you *can* write letters, light fags, finger your nose if you want to, walk about and chat up the Mate on watch. Of course you can. It's even been known to operate a voice net at the same time until some twit in WSTG found it was a security risk with all this crypto about'.

'Ah, but boss', whined ROB, 'We have to work CW nets as well you know'.

'Name 'em!' bellowed SRO scenting the hunt.

'Well, there's the odd intership net if you're in company with non-RATT ships. Er, five ton. The odd telegram—'

'Yes', gloated SRO as ROB's voice tailed off, 'and that's about your lot chum. You're RATT in and RATT out these days. Where's the skill in that I'd like to know?'

'Not like the old days', enthused SRO as ROB groaned and sank deeper into his chair, 'when you had CW nets all over the place and had to log everything down properly, and work crypto at the same time. And if things got hot then you had to stay behind after you'd been relieved on broadcast, or whatever, and sit there and break the groupers in your own time. And type 'em out afterwards as well'.

ROB sat there with his mouth half open and eyes goggling in mock astonishment. 'You don't say, boss', he murmured.

This seemed to mollify SRO because he offered ROB a cigarette—a thing unseen all trip, for he was considered one of the 'OP' brigade. ('I pay more tax than you lot', was the standard excuse.)

ROB got up, leant against the ever open crypto unit, folded his arms and crossed his ankles in a pose of complete control and total superiority. He was not going to let the old fool get away with it that easy having only recently been spawned from the 'whizz-kids' long course at Chelmsford, *Mercury* and *Collingwood*. He even had a trade certificate from the Heinz teleprinter company. He was no slouch. This was the new generation: on-line, skynets, data links. It was called electronics these days, not radio.

'Poppycock!' he prefaced his argument. (Actually he said something quite different, but then some of my readers may have delicate ears.) 'Anything you could do in the old days we can do better and faster today. The introduction of RATT, especially on-line both ways, has meant a far greater traffic capability on any one net and a terrific reduction in transit times. And if you don't know what that means, well it's the difference

between time of filing and the time of receipt'.

SRO said nothing; he was wreathed in enigmatic smoke rings.

'It's always been said that what can be done by landline can be done by radio. And it's very far from being the lazy sort of task you make it out to be. Just take, for instance, the TARE system a'one. One mistake and you're up the creek. And then there's the routing books have to be constantly amended to keep up with the times. Not only that the gear has to be spot on because the cryptosystem is highly sensitive to distortion'.

SRO sniffed, significantly, at this.

'And if your offsets, filters, balance, synthesisers or transmitters are not absolutely spot on then all you'll end up with is garbage; and if its inter-ship all you'll have is quick brown foxes jumping about all over the place and no traffic'.

SRO gurgled, hand over mouth.

'No matter how clever you may be at obeying the taping up rules to the last two-carriage-returns-one-line-feed, there's always some new damn thing creeping into the system just when you think you know it all'.

'Righto then', said SRO in a dangerously soft voice. 'There's a TP on the bugle in the EMR. GO AND FIX IT, you're so 'bloomin' clever!'

RN COMMCEEN HONG KONG

Whilst Britain fought it out in Munich for those elusive medals, the combined efforts of our buntings of HMS *Tamar* and sparkers in the RN Commcen, amidst far less pomp and circumstance, merited a Gold in the shape of our latest Ccmstar award—this, added to the Bronze and Silver won earlier, should take Hong Kong to the top of the Comstar ladder in the Royal Navy.

On the sporting scene our buntings, sparkers and greenies continue to provide an integral part of the RNHK soccer team whilst our ten pin bowlers continue to dominate the local leagues. Things can only improve with the recent appointment of Les Howard as President of the Hong Kong Armed Forces Bowling League. Challenges from various ships have provided entertainment, with sometimes more bowlers than pins falling over.

October saw Hong Kong full up with the largest concentration of ships here for some time. Eight British warships, HMNZS *Waikato*, the French Cruiser *De Grasse* and of course the usual batch of visiting American warships, all of which gave us the opportunity to test our various resources to the full, in addition to the normal services. The RN Commcen were able to simultaneously provide two broadcasts and an MRL which was hitherto unheard of, while those in the MSO geared for a huge hand message organisation found life infinitely sweeter with them having even less to do than in the normal (so the sparkers kept saying).

It is hoped that by December 1 we will be running our covered Broadcast (B41K) which



RO2(G) S. P. Brown accepting the COMSTAR GOLD Award won by the RNCC HK and Tamar MSO Communications and Technical Staffs. Presentation is being made by Commodore J. K. Stevens, Commodore-in-Charge Hong Kong

will provide a reliable coverage north and east of Hong Kong.

The staff out here has undergone a number of changes since the last issue with many more to come in the very near future.

Lt Cdr(C) D. C. Allen presides with Lieut (SD) G. Reed our newly appointed BCO and FCRS Dave Caless in the hot seat, and CCY Sharkie Ward still driving the MSO. The staff consists of the following:—

MSO	CCY 'Taff' Jones (newly rated).
	CYs Denning, Batten, Porter.
	LROs Hill, Irving, Watt, McCormick, Sutherland.
	ROs Gibbs, Culton, Mayne, Coleman, Lawson-Barnes, Pennington.
	Winchester, Watkins, Gray, Thompson.
RN	RSs Coomber, Earl, Rudd, Hinton.
Commcen	LROs Palmer, Hague, Brown, Howard, Evans, Edmonds.
	ROs Flynn, Crene, Mathews, Wood, Richmond, Brown, Shuter, Andrews, Hales, Clements, Davidson.

The greenies empire is governed by Eng Lieut (RE) R. Higgins ably assisted by REA1 (Fingers) Wesson and our Radio Ham REA2 Ian Dredge. Bringing up the rear are LREM's Durkin, Renton, Westwood, Fallen, Bennetts and Biggs, with REM1 Jervis and Old.

HEADQUARTERS NAVAL AIR COMMAND RNAS YEOVILTON

The last few months have seen a vast change in the role of RNAS Yeovilton. In addition to the move of more of the Staff of Flag Officer Naval Air Command from Lee-on-Solent, the largest change has been the transition of Yeovilton from the Fixed Wing role to the Rotary Wing role. Our chairs no longer vibrate to the Phantom jets scream down the runway with after-burn glowing white as they make for the upper atmosphere.

Signal wise the change of role has made little difference, because FONAC still administers the remaining Fixed Wing Squadrons, even though they are now parented by the RAF.

Further changes will have taken place by the time this article goes to print. The Fleet Requirement Unit aircraft based at Hurn will have moved to Yeovilton, and a start will have been made to transfer the FRU Ops Cell from Portland to Yeovilton.

An additional task taken on by the Comms department is the manning of the telephone exchange at Houndstone Camp, some seven miles from Yeovilton. This camp, recently turned over to the RN by the Army, is being used to house displaced Ugandan Asians during their re-settlement in this country. Our switchboard operators, who form an integral part of the department, are becoming experts in Asian dress customs, and skilled in the handling of complicated customers calls.

The movements of personnel can normally be found in other sections of this magazine, however since Yeovilton last appeared on these pages we now have a new Command Communication Officer (Lt. Cdr. M. A. Stockton) and a new Deputy CCO (Lt.C. O'Brien).

If you are ever driving down the A303 and feel like a pleasant break, why not call in at the Fleet Air Arm Museum? This extremely well equipped museum is really worthwhile visiting.

SUBMARINE WORK-UP AND COMMUNICATIONS TRAINING CENTRE FASLANE

by Anon

Not having been mentioned in the magazine for several decades and not even being listed in RNCP 15 (do we have BO??), we thought a timely reminder was badly needed. The past year has seen 2,113 Communicators pass through the Centre. . . . practicals, refreshers—you name it, we do it.

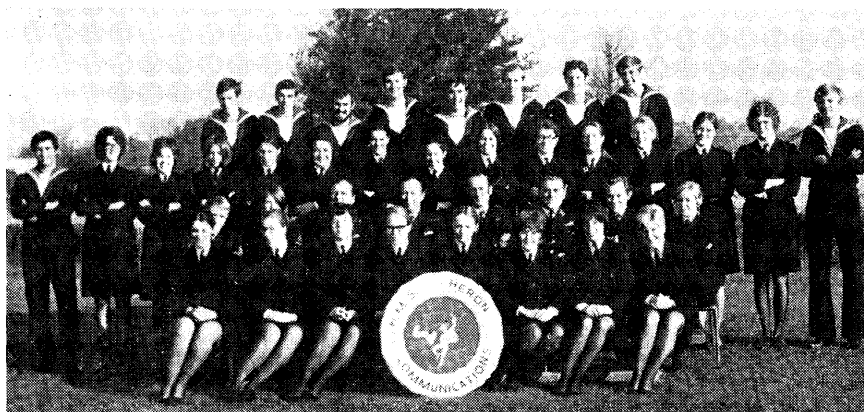
Of course, training is only a sideline to our main task. The working up of submarine communication departments is what we are really here for. Submarine work-ups vary in length from 3½ to 8 weeks depending on type of boat. Unlike Portland, we often spend several days and nights at sea as it's terribly difficult getting off a submarine when it's dived.

The sea riders—ASCO(Ships) Sub-Lieut Bates, CRS Powell and RS(W) McKeever. Shorebound for training purposes are CRS(W) Sked and LRO(G) Boulwood. Our best wishes to recently departed members—Lieut Jarrold to the dreaded PWO Course and CRS(W) McKay to *Revenge* (Starboard).

All visiting Communicators—surface or sub-surface—are welcome. We will try to give you the low down on the Clyde Hot Spots.

COMMEN FORT SOUTHWICK by 'Reggie'

Remember that rather clever Ad. on the telly? —the one with the two scantily-clad cave-dwellers steadily turning the blackening carcass on Ye Olde Spit? 'Arrrh' says the hairy one disbelievingly, 'and one day men'll land on the Moon!!' A few months ago, a portly little man in civil-servant grey, descended the one-hundred-and-seventy-nine well-worn steps down into the dripping tunnels of Fort Southwick and quietly announced that there was a new Commcen being



'In spite of easterly winds, our leanings are to the right'

built *above* ground, and one day, all Communicators drafted to Fort Southwick would be employed therein. 'Arrrgh' says the not-quite-so-hairy RO2 'and one day mate—etc. etc.'

But sure enough, rising from the unused parade ground high on the roof of the Fort is the framework of a large, box-like building that could indeed turn out to be a Commcen. However, for the next few issues of this magazine at least, Communicators at Portsmouth Commcen will continue to steadily turn the well-used spit of the present TRC, and from these subterranean tunnels, do our best to serve the Communications requirements of the fleet of the 70's.

Recent changes from the Comms angle down here include a modification to the Harbour Ratt Circuit, the increase of baud speed on the Tare 'IN' Leg to 75 bauds, and the installation of FCRS Snape as DOIC who appears to be operating at a similar speed. At the moment though, it's rather like having to polish, clean and maintain an ancient motor on its last legs whilst awaiting delivery of a brand-new Rolls-Royce. Then of course there's the question of what use will this o'd Commcen be put to when we finally make the move. As an impregnable defence it has no better, and a staunch Spurs supporter down here thinks perhaps Frank O'Farrell and Man United may be interested?

Nevertheless, if you're to join Fort Southwick Commcen during the next couple of years, you will be given, as always, the standard joining equipment which includes a battered Davey lantern and a haggard three-badge atmospheric testing canary before descending to the depths—then to emerge later with the remainder of we moles blinking in the sunlight.

PARADISE FASLANE

by The Crypto Queens

Applications are invited for the post of Husband to our sole remaining spinster. Even her position isn't desperate with the proportion of submariners to Wrens at present standing at 100 to one. Admittedly our leisure activities up here at Costa Del Clyde don't all lead to the altar, but that's more by luck than judgment.

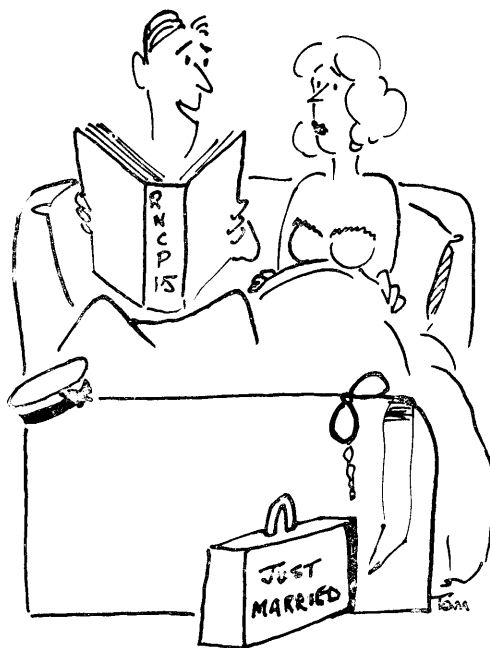
Now to be serious: impossible: well at least we'll change the subject. We've got ourselves a lovely little commcen, which (for the third time this year) is in the process of being reorganised. Our amiable OIC is attempting to achieve the impossible (*ie.* maximum traffic flow with minimum expenditure of energy). On proving his system, the entire Communications staff have been given to understand that the aforementioned OIC is 'laying on' the first barrel at our next commcen get-together. (Lieut Adair please note!)

Off duty happenings: For those with energy to spare (married Wrens excluded) we have masses of sporting activities to keep you in trim. 'Keep-

Fit' and gymnastics being top of the list. The hilly surrounding countryside leads us to mention a few other popular activities such as hill climbing expeds, normally organised by our 'bootneck' sergeant, and of course the ever popular ski-ing. For animal lovers, the saddle club is a must, though complaints of bruised behinds will not, repeat not, get you 'stand-offs'. The sportsdrome among other things boasts a lovely heated swimming pool. PTIs are available for any instruction that may be required. Are all these *too* energetic? Well, for those with money to spare, we have some well known and much approved arm exercises (other than Haggis-bashing), taking place twice daily at reputable establishments in and around the base. (Or so the FCRS assures us.)

For commcen personnel in dire need of getting away from it all, we have recently acquired the perfect solution. It consists of a fully furnished five bedroom residence, a mere two hour drive from Faslane. It can cater for as many as 20, with every facility imaginable including a deep-freeze and a television. If this fabulous 'write-up' doesn't attract you, then what will?

For those who have not yet perused RNCP 15 art 203, RSs will be delighted to note that they are now required to know fleetwork.



IT SAYS HERE IN RNCP 15 YOUR STANDARD OF KNOWLEDGE SHOULD BE AN 'A' PLUS!

COMBRAX PORTSMOUTH MSO

Here we are tucked away in the same dusty corner of RNB dealing mainly with welfare, discipline and release signals. We are surrounded by new and half erected buildings but we are due shortly to move into our own smart new office (Hardy block, just inside the main barrack gate), always providing the builders do not go on strike again!!

The staff is made up of one CCY (God bless him), 5 CYs, 3 LRO(T)s and any odd bods who become P7R or are available from refitting ships, the predominant section being P7R. It would appear that the qualification for this job is either a damaged limb or you are due for a draft in a short while and fancy a job-change from the Buffers' party. Intelligence is an asset but not a necessity. RO3s are welcome, also the evergreen gollies.

For those who have called in for a cup of coffee in recent months, only two departures recently of the permanent staff. CCY Bob Manser went to a quiet number at RNR Brighton followed more recently by '3 badges gold' LRO(T) 'Nobby' Clarke to HMS *Berwick*. Personal message for Nobby, Charlie 'D' is still here and is threatening to apply for PVR if he gets drafted beyond the Gosport ferry!!

STC HMS DRAKE

by 'Our man in Guzzingport'

Greetings from the Special Treatment Centre. Well, '72 proved to be yet another busy year in many ways, and not only for those of us at sea. 'Strong Express' drew most of our teeth but we still met our commitments both here and abroad (Mount Wise for instance). As you may, or may not know, our main purpose these days could be summed-up in the words Foreign Navies and RNR, but, we are still very much involved with both RO2(Q)s and Provisionals (of all sport) for the RN.

RNCP15 looked to me as if it was going to cause a lot of headaches and some re-thinking when first I set eyes on it, however, after much debate and investigating all the angles the Centre is teaching to it, and it does begin to look as if we have mastered it. Any rumours that we are now getting knowledge across via the 'Enid Blyton' method are entirely false, groundless, and just not true, spread, no doubt by people who overheard the following lesson: 'Now then kiddies, when Billy Bid is in sync, Tommy Teleprinter will stop chattering and Alfie Autohead will get Sammy Signal through'. That may be a slight exaggeration but Big Ears did pass his RO2 and we hope to see him back soon for his Provisional LRO.

Anyone re-visiting STC in the future will find change is the order of the day, the Dockyard are 'on the job' and the MCO is changing shape. Gone are most of the B40 and B41s together with

a lot of fittings (and plaster). The so called 'Transmitter Museum' is next and we will end up with something called ICS eventually. Fleet Biffers are still churning out (at 20 and 10 WPM) amidst the rubble surprisingly enough, but please bear with us if they are a little late as the LRO has to climb over the scrap heap first.

Sport seems to have taken a back seat these last few weeks although I believe a revivalist movement is on the way, we are still basking in the past glory of winning the HMS *Drake* Mini Sport competition (with a little help from our friends).

Finally, or almost, a word to anyone considering a Home Port Service draft, if you are a native or an adopted native, like me, it's ideal and you know there are worse places than darkest Guzz. Don't come for an easy life, things get quite hectic, 'sessions on' is the cry, taking foreign Navies alone. We have just got rid of, if that is the right expression, the Libyans, Iranians and Gibraltar HQRs, we have with us now the Peruvians and Jamaicans and expect the Thais shortly. It is an interesting and I find, rewarding job, you certainly meet a lot of different people that is if you like people who are different! So, come and join us, or relieve us!

COMNAV SOUTH COMM CEN

by CRS C. J. Netherton

There is always a first time for everything and now that we have recovered from our move from Malta in Nov/Dec of last year to Naples, we thought it about time to enlighten our Alma Mater as to the joys of Bella Napoli.

We all viewed the enforced move from Malta to Naples with rather jaundiced eyes. Some of us flew over and some came by sea complete with cars and families. The sea trip brought us into contact with our first non-english speaking Italians. For instance dying for a cuppa and one orders a cup of coffee in Oxford English. When it comes up it's in a cup about the size of three thimbles put together and a thick black murky liquid is found lurking in the bottom. Anyway it's so strong it is virtually guaranteed to keep you awake for at least 48 hours (watchkeepers take note). The word which would have produced frothy coffee is Cappuchino, that comes up in an English size cup and is most palatable. Generalising now, when the boat arrives in Naples and all the formalities are cleared up, you are then released on to the streets of down town Naples, hair raising/chaotic, words won't cover the state of traffic here. If for instance you are one tenth of a second in moving off from traffic lights once they have turned green, you are greeted by a cacophony of motor horns and some pretty evident type finger signs. I am of course only talking about Neapolitan drivers, outside of Naples, especially on the Autostradas, sanity reigns and courtesy is a byword. When you arrive in Naples

you must have a sponsor. This person is asked to look after you during your initial settling in period, the reason being that if you can't speak a word of Italian the going can be a little rough. So a long standing resident of Naples can help smooth some of the bumps.

COMNAVSOUTH is now firmly established in Naples (but in a temporary location, Santa Lucia). CINCSOUTH is located in Bagnoli, with Commodore Hack as A COS C & E. CINCSOUTH is the major subordinate commander. COMARAIRMED and COMSUBMED (Lt (SD) (C) Kent, RN) are also located in Naples and are subordinate commanders to COMNAVSOUTH CRS. R. H. Grass also works at CONSUBMED.

We hope to move our HQ soon to a permanent site at Nisida on the outskirts of Naples, which will give us improved communications facilities and easier access to our place of duty. Accommodation wise, you find a flat which is invariably unfurnished, in most cases to just having wires where lights should be, it's a big do it yourself job. Moneywise when families first arrive they are advanced a considerable sum of money, part of which is a grant and part has to be repaid over a two year period.

The sum that is received is very quickly whittled down when you furnish a flat with just bare walls etc, but after the initial settling in period is over, you then get back on even keel.

Places of interest. Naples is a good starting point for some of the more famous beauty spots and places of interest. Vesuvius is about an hour's drive away. Sorrento and the famous Amalfi drive about two hours, Pompeii one hour and Rome, up the Autostrada depending on how Dad motors, is about two hours. In fact the whole of Europe is at your fingertips if you care to load up and go on a touring holiday.

COMMANDER IBERIAN ATLANTIC AREA—COMIBERLANT (By CRS Johnson)

Never heard of COMIBERLANT? Funny neither had we until last year, so we will start to enlighten you on this score. COMIBERLANT has actually been operating, somewhat unobtrusively, for the past four to five years from a small country villa buried in rural Portugal until October 1972 when the new Headquarters were commissioned and we hit the headlines with a bang!! After the dust had settled, we became fully operational in our new HQs last March. The Headquarters is situated on the coast at Oeiras which is about seven miles from Lisbon and about the same distance from Cascais and Estoril, the local but fashionable holiday resorts. The Headquarters is easily distinguished by the 90 metre microwave mast and the 15 flagpoles on which are hoisted the NATO and national flags—weather and manpower permitting.

The overall HQ Complex comprises the Topside Administrative Facility (TAF) (above ground

admin block for those uninitiated in Americanese), the Underground Operational Complex and the Transmitting and Receiving Stations which are some 30 miles away to the south across the Tagus. The overall complement is just over 200 and is equally divided between Portuguese, American and British personnel with the Communicators accounting for half of the total. The top man is an American Admiral, with a Portuguese Admiral as his deputy and an RN Captain as his Chief of Staff.

Within four weeks of becoming operational and being able to get our hands on the equipment we took part in Exercise 'Night Search'. HM Ships *Blake*, *Aurora* (then COMSTANAVFORLANT) *Andromeda*, *Argonaut*, HMY *Britannia* and RFA *Olwen* will remember Commcen IBERLANT, we certainly remember them. Tracers? Not guilty! During the exercise we activated our broadcast, ship-shore and MARO for the first time. The broadcast caused several traumatic moments due to a temperamental piece of equipment which was borrowed from our friends to the north. The equipment has since been replaced and a spare unit now gives us 100% back up. Otherwise things went pretty well, particularly ship-shore organisation which is based on the UK method without all the trimmings. Exercise 'Strong Express' proved to be a dud for IBERLANT. Using NIGHT SEARCH as our guide we expected to be 'snowed' however I feel I can safely say the sun shone and it was very quiet. I believe up north the snow fell heavily—no matter our turn will come.

'All work and no play makes Jack a dull boy'. Let me assure you we have no dull boys here. A great deal of effort is being put into the sporting and social side of life. Our soccer team proved worthy opponents in most instances last season as *Fearless* will confirm. Our first match of this season against *Tenby* was a miserable 7 to 1 defeat, but it did take place while we were in three watches for 'Strong Express'. So next time *Tenby* watch out.

During August we held a Mini Olympiad. The Portuguese proved decisive and worthy winners with the USA second and UK trailing third. However we hope to do better next year. The afternoon proved very popular and I am sure the event will become a regular IBERLANT feature.

The HQ dances are roaring successes. Three nations sure know how to play together? Working together is sometimes more difficult. Every Friday night (except during exercises) we run a disco and about every six weeks we put on a dance to a live band. We still have no proper Mess or Club. Once a week the dining room becomes an all ranks/rates Mess. So far the system has worked well. Still it will be nice when we do get our own mess (in American jargon it will be an Enlisted Men's Mess), it will enable us to have some place to invite visiting ships' companies to etc. At present all our entertaining has to be done in our homes or at our local bar in Cascais or wherever.

COMMUNICATIONS GAZETTE

APPOINTMENTS

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

Name	Rank	Whither
ABBOTT, P. C. ...	Lieut	Chawton in Command
ALLCOCK, J. N. ...	Lieut-Cmdr	Mercury as GT1
ARMSTRONG, J. G. B. ...	Lieut-Cmdr	ANA Moscow and Helsinki
ARDEDICKNE-BUTLER, M. F. P.	Lieut-Cmdr	MOD for duty with DNS
BEATIE, J. M. ...	Commander	ASWE
BYWATER, J. ...	Lieut	Ariadne as SCO
BROOMFIELD, M. A. ...	Lieut-Cmdr	CAF Exchange service
BEARD, C. G. R. ...	Sub-Lieut	Shoulton
BRIGGS, W. G. ...	Lieut-Cmdr	ASWE
BROWN, C. D. S. ...	Lieut-Cmdr	Ark Royal
BAKER, M. S. ...	Lieut	Staff of FOST
COOPER, D. S. ...	Lieut	Staff of FOSNI
CLARK, G. C. ...	Lieut-Cmdr	MOD for duty with DNS
CHRISTIE, W. J. ...	Lieut	Staff of CINCFLEET as A/FCO
CRANDON, A. W. J. ...	Lieut	Mercury for X Section
CAMPBELL, C. G. H. ...	Lieut	RN Staff Course
COOPER, D. G. ...	Lieut	Drake as OIC STC
CHERRY, D. ...	Sub-Lieut	Mercury SD(C) Course
CARTER, C. D. ...	Lieut	ANZUK JFHQ
CAHILL, M. J. ...	Lieut	Staff of FOST as OIC Commcen
DRAKE-WILKES, J. B. ...	Lieut	Charybdis
DAVIS, W. H. ...	Lieut	London
DYKES, J. E. ...	Lieut-Cmdr	Jupiter as First Lieut
DUKE, V. S. P. ...	Lieut-Cmdr	Staff of FOCAS as SCO and Flag Lieut
DAVIS, R. K. ...	Lieut	Devonshire
DODSWORTH, P. ...	Lieut	Mercury for X Section
ETCHELLES, H. ...	Third Officer	Mercury for CE Course
EVATT, G. ...	Lieut	Ark Royal
FIELDS, A. E. ...	Lieut	Mercury
FRANKLIN, R. D. ...	Captain	Centurion for course at RCDS
FRY, G. E. ...	Third Officer	Mercury for CE Course
FRYER, D. W. ...	Lieut-Cdr	BD3 Washington
FARROW, M. J. D. ...	Lieut	Greenwich for Lieuts Course
GAWLEY, J. M. ...	Lieut	Staff of CINCHAN/CINC-EASTLANT
GOACHER, M. ...	Lieut	Staff of FO Medway as SCO/SOO
GEORGE, C. M. ...	Third Officer	Mercury
HOWARD, D. M. A. ...	Lieut	Sheraton in command
HALES, R. G. ...	Lieut	Staff of CINCEASTLANT
HUNTER, C. W. ...	Lieut-Cmdr	Penelope as First Lieut
HANDS, C. ...	Third Officer	Neptune
JACKSON, D. ...	Lieut	Mercury for Officers Training Section
LEMONDE, B. E. ...	Lieut-Cmdr	Staff of CINCAFNORTH
LUCE, P. D. ...	Lieut-Cmdr	Berwick as First Lieut
LEES, P. R. ...	Commander	Staff of COMIBERLANT
LOCKE, R. ...	Third Officer	Mercury for CE Course
LODDER, N. G. ...	Lieut	RN Staff Course
LOWDEN, G. W. ...	Commander	Senior Officers War Course
LENNON, J. ...	Sub-Lieut	Tiger
LLOYD, B. D. ...	Lieut	Cochrane
MORTON, A. S. ...	Rear-Adml	Assistant Chief of Defence Staff (Policy)
MEAD, A. I. ...	Third Officer	Mercury for CE Course
MAWSON, T. ...	Lieut	Staff of FO Malta
McMULLEN, C. J. ...	Lieut-Cmdr	ASWE for ARWG

Name	Rank	Whither
MITFORD, T. B.	Lieut	Mercury as W1
MULHOLLAND, J.	Third Officer	Commcen Whitehall
MORISON, V. R.	Third Officer	Staff of FOCAS
MUGGERIDGE, M. A. D. ...	Sub-Lieut	Mercury SD (C) Course
ORCHARD, L. W.	Lieut-Cmdr	Lincoln as First Lieut
PINK, C. J.	Lieut	MOD for duty with DNE
PARRY, M. F.	Captain	Naval Assistant to 2nd Sea Lord
PIKE, D. G.	Lieut	Staff of FO Spithead as D/SCO
PARKER, H. B.	Captain	MOD as ADNMP (DGNM&T)
RIDOUTT, J. E.	Sub-Lieut	Glamorgan
REITH, K.	Lieut	ACR SCC Scotland Area
ROSKILL, J. W.	Lieut-Cmdr	Mauritius as SCO
ROBINSON, M. A.	Lieut-Cmdr	Fearless
SCLATER, E. G. L.	Lieut-Cmdr	ASWE
SANDERS, C. H.	Lieut	Mercury for duty with Captain Weapon Trials
SCHOFIELD, K.	Lieut-Cmdr	Staff of FO Plymouth as SCO
STYLES, R. C. K.	Lieut	Transfer to General List
SUTERMEISTER, P. R. ...	Lieut-Cmdr	FO Gibraltar as SCO and Flag Lieut
STANFORD, P. M.	Captain	Centurion for course at RCDS
STACEY, W. L. B.	Lieut	Staff of FO Plymouth as ASCO
SANDERS, J. T.	Lieut	Bulwark
SWALLOW, D. P.	First Officer	Dauntless
TAYLOR, D. T.	Lieut	Staff of FOST
TALMA, D. E.	Chief Officer	MOD for duty with DGNM&T
TUKE, P. J. V.	Lieut-Cmdr	SCO to CINCNVHOME and FO Spithead
WOODHAM, R. E.	Sub-Lieut	Mercury for New Entry Squadron
WHITBY-SMITH, R. C. ...	Sub-Lieut	Commcen Whitehall
WATSON, J. J.	Lieut-Cmdr	Staff of CINCHAN/CINCEASTLANT
WINKLESS, W. J.	Lieut	Albion
WEBB, A. R.	Sub-Lieut	Devonshire
WHITEHEAD, D.	Commander	Mercury as Commander 'X'
WHEEN, P. A. C.	Lieut	Shrivenham for Dugger C Course
WILLIAMS, D. C.	Second Officer	Re-appointed as Mrs D. C. Clarke
WILSON, G. A. S. C. ...	Lieut-Cmdr	Mercury
WOOLEY, R. J. E.	Lieut-Cmdr	MOD for duty with DNOA(X)
YEATES, D. A.	Sub-Lieut	Mercury

PROMOTIONS

To Vice-Admiral

J. E. POPE

To Lieutenant Commander

B. BURNS
B. A. DAVIES
N. G. LODDER
R. O'BRIEN
G. A. S. C. WILSON

To Lieutenant

J. A. CRADDOCK
D. W. FLOWER
G. E. HOOPER
R. R. HUMPHRIES
B. D. LLOYD

M. A. NUGENT
A. W. R. WILTON

To A/Sub-Lieutenant
RS (RCI) N. R. ROGERS

SELECTED FOR PROMOTION TO CHIEF PETTY OFFICER

To CCY

T. C. FLYNN
S. H. SANAGAN
M. A. FORD
R. REES
G. H. MIDDLETON
I. T. EDWARDS
D. R. MOORE
J. F. W. LISHER
J. D. RAO

A. JACKSON
A. ROSS
G. J. IVOL
J. ROBERTS
M. JEPSON
R. G. STERNE
I. BAKER
D. EGGERS
A. W. FLOATE

K. GAIR
P. CLARK
C. BLOWMAN
A. G. HABGOOD
K. A. BAGNALL
R. DROOME
I. W. TYSON
G. KILLORAN

To CRS

M. STUBBS
 S. KNIGHT
 D. H. WOODWARD
 J. MARTIN
 D. LEPINGTON
 A. N. FRANKLIN
 S. V. BOOKER
 R. T. ROSE
 M. J. RICKARD
 W. NORMINGTON
 M. E. NASH
 P. E. WILLSON

To CRS(W)

P. J. SOUTHGATE
 J. R. BENNETT
 G. COTTON
To CRS(S)
 M. BRIGHTMORE
 P. GOSLING
 D. S. EDWARDS
 B. P. DAVIES
 D. J. NEEDHAM
 A. J. HARRIS
 H. F. GIBBON
 J. T. LENNON

RETIREMENTS

Lieut-Comdr K. P. BRUCE-GARDYNE
 Lieut F. W. C. ENDERS
 Third Officer J. A. JAMES
 Captain B. H. KENT

Lieut R. S. WITHERS
 Lieut Cdr R. M. ALLEN
 Lieut G. E. J. HOOPER

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.

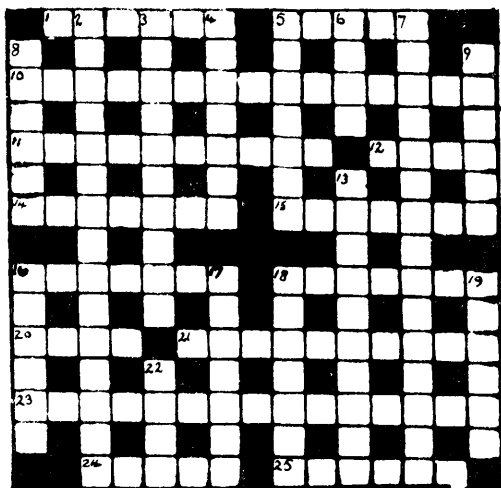
GSS General Sea Service
 GSC General Commission.
 FS Foreign Service Commission

HSS Home Sea Service—Accompanied
 PS Port Service

Euryalus ... GP Frigate, Jan, C and M party at Devonport, PS
Hampshire ... GM Destroyer, Jan, Trials crew at Portsmouth, PS
Ariadne ... GP Frigate, June, C and M party, Devonport, PS
Kirkliston ... M/H, Jan, Long refit party at Devonport, PS
Maxton ... M/H, Feb, Rosyth, HSS
Dundas ... A/S Frigate, Feb, Chatham, HSS
Nubian ... GP Frigate, Feb, Home/W Indies RM, GSS
Keppel ... A/S Frigate, Feb, Gibraltar, HSS/PS
Hermes ... LPH, March, Trials Crew at Devonport, PS
Eskimo ... GP Frigate, March, Chatham Trials, PS
Ajax ... GP Frigate, Apr, Trials crew at Devonport, PS
Llandaff ... A/A Frigate, May, Home/E of Suez, GSS
Endurance ... Ice Patrol Ship, June, Home/SASA, GSS
Ajax ... GP Frigate, June, Home/E of Suez, GSS
Eskimo ... GP Frigate, June, Home/WI, GSS
Hermes ... LPH, June, Devonport, GSS
Arethusa ... GP Frigate, June, C and M party, Devonport, PS
Tartar ... GP Frigate, July, Trials crew at Portsmouth, PS
Hampshire ... GM Destroyer, Aug, Portsmouth, GSS
Cleopatra ... GP Frigate, Aug, C and M party at Devonport, PS
Herald ... Survey Ship, Reduced trials crew at Leith, PS
Salisbury ... AD Frigate, Sept, Refit crew at Chatham, PS
Triumph ... FMS, Sept, Refit crew at Portsmouth, PS
Herald ... Survey Ship, Dec, Trials crew at Chatham, PS
Penelope ... GP Frigate, Dec, C and M party at Devonport, PS
Zulu ... GP Frigate, Dec, Trials at Rosyth, PS
Tartar ... GP Frigate, Dec, RM, GSS Home/WI



WINTER CROSSWORD by Anne Jewel



CLUES

Across

1. Put down the bone and take an award. (6)
5. Sharpen all those used for punishment. (5)
10. To cure cyclamen, rid the plant of possible money troubles. (7, 8)
11. I'm in a mountain of military stores making ... (10)
12. ... a great deal, chum. (4)
14. Make haste. War-drums are beating — find the foreman. (7)
15. Two points to the fire for this scutching tool. (7)
16. 'Ow do you tell the identity of two 'ens — o! dear. (7)

18. About one, calm us with a tuneful performance. (7)
20. My impression is that tone is all important. (4)
21. 'Tis not a lip, or eye, we beauty call,
But the joint force and — — of all.
(Alexander Pope) (4, 6)
23. Do initials start these people who are against 10 across? (15)
24. Measures a cart going backwards to the south. (5)
25. I'd back the price about the cipher expert. (6)

Down

2. 'Democracy substitutes election by the — — for appointment by the corrupt few.' (G. B. Shaw) (11, 4)
3. I'm a demon at making things pungent. (10)
4. It did surround the dead and enlarged. (7)
5. Feathery fruit, love, and us. (7)
6. A pattern, negative Royal Marines. (4)
7. A cougar, unless age is too great, helps to learn foreign tongues. (8, 7)
8. Beside, also, the central perfect concepts. (6)
9. Brightly, cheerily, have another fruit. (6)
13. The young lady had an old skin, and the editor made a mistake. (10)
16. Has he torn a tendon? That's rather elaborate. (6)
17. He contemplates wrapping an old penny in a tissue. (7)
18. The cinema holds about fifty in the dark. (7)
19. The dead saint is the slowest. (6)
22. 'She's like a — gone to burning hell:
'Twas I that kill'd her.' (Othello) (4)

(Solutions on page 113)

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
ADAMS M. J.	RS	Hermes	COSTELLO M. E.	RO2(G)	Glamorgan	GILBERT E. H.	CCY	Tiger
ABRAHART R. M.	CY	Plymouth	CRAFT D. J.	LRO(W)	Mercury	GOODMAN B. C.	RS	Dido
ADKINS C. C.	RO2(G)	Mauritius	CROFT M.	RO1(G)	Neptun-	GRAHAM C. R.	LRO(G)	Beagle
ALDRICH J. N.	JRO(T)	Ariadne	CREHAN A. D.	RO2(G)	Hermes	GREEN G. C.	RS(W)	Antrim
ALEXANDER D. S.	LRO(W)	Argonaut	CRABTREE G.	RO2(T)	Mercury	GRIFFITHS C. A.	RO2(W)	Ariadne
ALLEN H. J.	RS	Fearless	CROSS A.	LRO(G)	Minerva	GREEN M. J.	JRO(G)	Fearless
ALLISON K. P.	RO2(T)	Achilles	COLES P. P.	RO2(T)	Palliser	GRUBB M.	RO2(T)	Rhyl
ALSON M. D.	RO2(W)	Mercury	CURRAN A. M.	LRO(G)	Hermes	HANKEY T. C. W.	FCCY	Mercury
ANDERSON G.	RO2(G)	Nurton	CULLEN J. M.	RO2(G)	Mercury	HANNETT J. D.	RO2(G)	Antrim
ANDERSON J. K.	JRO(T)	Albion	CURRIE J.	JRO(G)	Blake	HARRIS P. J.	RS(W)	Mercury
ANDERSON J.	LRO(W)	Resolution	DAVIS B. J.	RO2(G)	Fife	HARVEY R.	RO1(G)	Mercury
ANDREWS A.	LRO(G)	Fife	DAVIES E. N.	LRO(G)	FOCAS	Hayward G. R.	RO2(T)	RNH Haslar
ASHBY S. E. H.	JRO(W)	Lynx	DAVIES G. A.	RO1(G)	Intrepid	HAINE A. E.	RO2(G)	Ariadne
ATHEY B.	LRO(G)	Hampshire	DAVIES M. V.	RO2(W)	Mercury	HARDY H. R.	RS	Pembroke
ATKINSON J. A.	RS	Hampshire	DAVIS B. M.	RO2(W)	Hampshire	HALL J. R.	LRO(W)	Mercury
ATTOE D.	RO2(G)	Dundas	DAVIES T.	LRO(W)	Mercury	HANDBURY D. A.	LRO(G)	Malabar
BAILEY P. J.	RO3(W)	Leander	DALLAS D.	CCY	Diomed	HARRISON V. J.	RO2(T)	Victory
BAXTER C. J.	RS	Ashanti	DAWSON D. G.	CY	Minerva	HAYES D. C.	RO2(W)	Mercury
BALDWIN T. R.	RO2(T)	Mercury	DANEURY K. F.	LRO(G)	Mercury	HARRIS W. G.	JRO(W)	Lincoln
BARCLAY K.	RO2(T)	Hampshire	DAVEY M. J.	LRO(W)	Mercury	HEIGHTON T.	RO2(T)	Mercury
BARRETT S. P.	RO2(G)	Jaguar	DEAR D. A.	LRO(W)	Ariadne	HENEY M. J.	RO2(W)	FOST
BARDOCK J.	CCY	Mercury	DICKIE A.	LRO(W)	Achilles	HENLY G.	CRS	Mercury
BARLOW R. J.	RO2(G)	Mercury	DOAK T.	LRO(T)	Mercury	HILL D. J.	RO2(T)	Mercury
BATHE B.	JRO(T)	Nubian	DORAN W. A. T.	RO1(G)	Hermes	HILL R. J.	RO1(G)	Endurance
BAVAGE C. W.	RO2(T)	Hermes	DOPSON S.	RO2(T)	Mercury	HICKS R. F.	RO2(G)	Phoebe
BARRIE E. A.	RO2(W)	Mercury	DOBRYNIEWSKI M.	RO2(G)	Tiger	HICKMOTT W.	CCY	FOF1
BAKER C. B.	RO2(G)	Mercury	DOLLARD M. A.	JRO(G)	Yarmouth	HIGGINS B. M.	LRO(G)	Hampshire
BARWICK D. B.	CY	Falmouth	DOWNIE G.	CCY	Blake	HINE T. F.	RO2(W)	Ajax
BAIN T. P.	RO2 T	Haslar	DONOVAN J.	RO2(G)	Achilles	HOLE C. D.	RO2(G)	Hampshire
BAKER K.	JRO(G)	Devonshire	DREW L. K.	LRO(W)	Mercury	HOLLAND T.	RS	Dolphin
BEE M. J.	RS	St George	DUNFORD J.	RO2(G)	Fearless	HOPKINS R. A.	RO2(G)	Iveston
BETTERSORTH G.	RO3(G)	Tiger	DUCKWORTH C. T.	RS	Tamar	HOUGHTON P.	RO2(G)	Hermes
BENNETT A. C.	RO1(G)	Phoebe	DULIGALL A. L.	PO2(G)	Diego Garcia	HOWARD B. V.	RS	Mercury
BERNEY K. N.	RO2(G)	Mercury	DUNCAN A. J.	LRO(G)	Drake	HODGSON B.	CRS(W)	Diomed
BECK P. J.	LRO(G)	RNU	DURRANT J. N.	CY	Mercury	HOGG D. G.	RO1(G)	Bristol
		Tangmere	EARLY G. J. P.	RO2(W)	Dreadnought	HOUSTON J.	CRS	Ajax
BELL D.	RO2(G)	Neptune	EDMONDS I. R.	JRO(G)	Danae	HOLLAND B. A.	RS	Rooke
BERKELEY M. P.	RO2(T)	Diego Garcia	EDMONDS K. D.	RO3(G)	Glamorgan	HOWELLS R. D.	JRO(W)	Cleopatra
BELL G. G.	LRO(W)	Mercury	EDWARDS K. H.	RO2(W)	Achilles	HODGKINSON T. G.	RO2(T)	Amazon
BENTON R. K.	RO3(G)	Bristol	EDWARDS B. T.	RO2(G)	Mercury	HOLDEN R. M.	RO2(G)	Brighton
BETTS F. C.	CCY	Mercury	EDWARDS N. D.	RO2(G)	Neptune	HOOD B.	RS(W)	Mercury
BEECH B. G.	RS(W)	Tiger	EDWARDS P. C.	CRS	Mercury	HOLE C. D.	RO2(G)	Hampshire
BELL A.	CCY	St Angelo	EGLINTON J.	RO2(G)	Maxton	HOWES R. W.	LRO(T)	Mercury
BULLEYMENT D.	LRO(G)	Mercury	EGLINTON W.	JRO(T)	Rhyl	HUNT M. J.	CY	Londonderry
BIDDLE N. J.	RO3(G)	Arctura	ELDER J. M.	CRS(W)	Hampshire	HOOKE J. E.	RO1(W)	Diego Garcia
BRUION-GIBNEY	LRO(G)	CINCFLEET	ELLARD A. R.	LRO(W)	Mercury	HUSSEY C. F.	JRO(G)	Fearless
BELTON B.	RO2(G)	Juno	ELLIS C. A.	LRO(G)	FOST	HUNTLEY R. W.	RO2(T)	Ariadne
BOORE P. R.	LRO(T)	Mercury	ELLISON J. A.	RO2(G)	Mercury	HUNTER J. H. J.	RO1(G)	Mercury
BOYALL C. N.	JRO(G)	Grenville	ERWIN D.	LRO(G)	Ashton	HUMPHREYS A. C.	LRO(T)	Sirius
BOWERS W. S.	RO2(T)	Keppel	ERWIN G.	LRO(G)	Cochrane	HUMPHREY C. P.	RO2(T)	Scylla
BOWERS G.	RS	Glamorgan	EVA P. G.	LRO(T)	FOF2	ILLES J. G. A.	RO2(G)	Plymouth
BRITT C. M.	RO3(T)	Danae	EVANS D. W.	RS	Leopard	INGHAM A. R.	LRO(W)	Warspite
BROCKBANK S. N.	RO3(T)	Juno	EVANS K.	LRO(W)	Blake	INGHAM D. J.	RS(W)	St George
BRIMSON M. R.	RO2(G)	Cachalot	EVANS R.	RO1(G)	Rothesay	INNES J. R.	RO2(G)	Hampshire
BROWN D. W. J.	RO2(T)	Diomed	EVES P.	LRO(W)	Mercury	INNES W. A.	RO3(G)	Mercury
BROWN R.	CRS	Diomed	EDWARDS G. F. R.	RO2(W)	Ariadne	JACKSON L.	RO2(G)	Victory
BROOKS P.	JRO(W)	Antrim	FAIREY C. J.	RO2(T)	Hermes	JACKSON C. R. P.	RO2(T)	Fearless
BRADSHAW A. R.	RO2(T)	Gavington	FARLEY	FCRS	Heron	JAMESON A.	RO2(W)	Glamorgan
BRYAN T. W.	RO2(G)	Mercury	FALLOWS G.	RO1(G)	Whitehall	JARRANT R. J.	RO2(W)	Hampshire
BRAY E.	RO2(G)	Blake	FAIRCLOTH P. W.	RS(W)	Mercury	JEAVANS L.	RO2(T)	Nubian
BURKE E.	RO2(G)	Palliser	FARNES A.	CY	Mercury	JENNER P. J.	RO1(W)	Whitby
BURWOOD D. L.	RO1(G)	Mercury	FAIRDAIRN I. M.	RO1(G)	Mercury	JENNINGS A. J.	RO2(T)	Mercury
BUTLER A. B.	LRO(T)	Mercury	FAIRWATER R.	LRO(G)	FOST	JOHNS W. F.	RO2(G)	Ajax
BUTTERS D. N.	RO2(G)	Sabre	FINDLEY M. R. W.	RO2(W)	Juno	JOHNSON M. B.	RO1(G)	Exmouth
BUNTING S. H.	RO2(G)	Tamar	FITZGERALD T. A.	RO2(G)	Hampshire	JOHNSTONE J. R.	RO2(W)	Bacchante
BURWOOD D. L.	RO2(G)	E-kim	FISK R. H. A.	JRO(G)	Caprice	JONES A.	LRO(T)	Sirius
BUGG J. A.	RO1(T)	Ajax	FLOATE A. W.	RS	Mauritius	JONES J.	RO3(G)	Fearless
BOURKE J.	RO3(G)	Arethusa	FLEETHAM	RO2(W)	Achilles	JONES L. A.	RS	Mercury
CAMERON S.	RS	Mauritius	FOSTER M. L.	RO2(G)	Hermes	JONES R. D.	RS	Mercury
CAMPRELL D.	RO2(W)	Juno	FOSTER P. D.	JRO(T)	Fearless	KAVANAGH K. A.	LRO(T)	Mercury
CARR P.	RO2(T)	Mercury	FOSTER J. W.	RO2(T)	Penelope	KELLET P. E.	RS(W)	Mercury
CHAPLOW H.	RO2(G)	Antrim	FORD B. J.	RO2(T)	Penelope	KENWARD B.	RO2(T)	Rhyl
CHALCRAFT G. T.	RO2(G)	Renown	FOLLAND C. J.	RO2(T)	Ajax	KENNEDY A. R. M.	RO2(G)	Laymoor
CLARK R. W.	RO1(W)	Blake	FOX A. A.	RO1(G)	Mercury	KITCHIN P. W.	FCCY	Mercury
CLARKE K. T.	RO1(W)	Blake	FOX M. N.	RO2(W)	Ajax	KING R. C.	LRO(W)	Mercury
CLANCHY T. F.	LRO	Victory	GAFNEY D. P.	RO2(G)	Rooke	KING M. L.	JRO(G)	Lynx
COOK D. E. R.	RO2(G)	Arethusa	GALLOWAY R.	CCY	NavSouth	KINSEY H. M.	RO2(G)	Fearless
COURT A. M.	RO2(T)	Keppel	GAIR K.	RS	Whitby	KILFEATHER D. P.	LRO(G)	Leander
CONDON O.	RO2(T)	Lynx	GAVIN S.	RO2(W)	Cochrane	KNIGHT J. R.	RO3(W)	Fife
COOMES B. G. F.	CRS	Glamorgan	GALLAGHER T.	RO2(T)	Dundas	KNAPMAN C. C.	RO2(G)	Bulwark
COTTON R. A.	RO2(T)	Rapid	GALLAGHER M. J.	RO3(G)	Hydra	LAMPKIN J.	JRO(G)	Bristol
COULSON A. E.	RO2(T)	Falmouth	GAMESY S.	RO2(W)	Mercury	LANGDON C. E. J.	CRS(W)	Ajax
CGLLINS I. D.	LRO(G)	Hermes	GARDEN A. S.	LRO(W)	Mercury	LAWSON W. G.	RO2(G)	Jupiter
CONGDON M. J.	RO2(G)	Drake	GEORGE D. J.	RO1(G)	Eskimo	LAWRENCE R. A.	LRO(W)	Hampshire
CONDLIFFE D. A.	JRO(G)	Fife	GIBSON H. S.	LRO(G)	Whitehall	LEPORT P. D.	JRO(G)	Ark Royal
COSGROVE M. F. C.	RO3(T)	Gurkha	GILLESPIE M.	RO1(G)	Rooke	LEFT D. A. J.	RO1(G)	Achilles

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
ALICE C.	RO2(G)	Diego Garcia	PAUL N. G.	CY	Mercury	STICKLAND D. E.	LRO(G)	CINCFLEET
ALFRED W. E.	LRO(W)	Neptune	PEARSON G.	RO2(G)	Hermes	SOLOMON K. W.	RO2(T)	Mercury
ALFRED C. F.	LRO(G)	Mercury	PEGLAR K. E.	RO2(W)	Hampshire	STACEY J. E. C.	RO3(G)	Ark Royal
ALFRED M.	RO2(G)	Intrepid	PETRIE C. W. C.	RO2(G)	Hermes	STREET N. H.	CY	Dolphin
ALFRED P. A.	RO2(G)	Bulldog	PERRY M. F.	CRS	Mercury	STRONG M. R.	RO2(G)	Mercury
ALFRED G. F.	RO2(T)	Mercury	PERRISS W. J.	LRO(T)	Amazon	STEPHENSON J. A.	RO2(W)	Gurkha
ALFRED R.	RS(W)	Hampshire	PETERS W. C.	RO2(G)	St Angelo	STEWART R. G.	RO2(T)	Bulwark
ALFRED G. L.	CRS	Mercury	PEARCE A. I.	RS	Dundas	STOTT W.	RO2(T)	Cochrane
ALFRED P. M.	RO2(W)	Mercury	PERROW F. P.	CRS	Ajax	STANTON M.	RO2(G)	Mercury
ALFRED W.	RO1(G)	Scylla	PEARSON A.	RO2(G)	RN Singapore	STOCKTON J. P.	RO2(G)	Drake
ALFRED M. A.	RO3(G)	Russell	PHILM P.	CCY	Hampshire	STOTT R. I.	JRO(G)	Bristol
ALFRED D.	LRO(T)	Mercury	PITKIN J. J.	JRO(T)	Rapid	STARR I. R.	RO2(T)	Dundas
ALFRED V. S.	RO2(G)	Antrim	PIRT D.	RO2(G)	Nubian	STRONG W. J.	RS	Mercury
ALFRED D. C.	RO2(G)	Jupiter	PHILIPS R. F. W.	RO2(G)	Ajax	STUART J. T.	JRO(T)	Intrepid
ALFRED J. A. B.	CY	Dundas	PLAITER D.	LRO(G)	Antrim	STANBROOK P.	RO2(G)	Monkton
ALFRED WINTER T.	JRO(G)	Rhyl	POULSON N.	JRO(T)	Ariadne	STODDART A.	JRO(T)	Bulwark
ALFRED P. D.	JRO(W)	Arethusa	POWDRILL A. J.	RO2(W)	Ariadne	SUTTON A.	RO2(W)	Juno
ALFRED J.	RS	Mercury	PUNT P. G.	RS	Sirius	SWEENEY K. P.	LRO(G)	CINCNVHOMIE
MARTIN G.	RO2(T)	Diomedes	PRETTY M. A.	LRO(G)	Warrior	TARRANT R. I.	RO2(W)	Sirius
MARTIN P. T.	CY	Mercury	PROVIDENCE L.	RO2(T)	Mercury	TAYLOR A. E.	RS	Blake
MARTIN I. L.	RO2(G)	Mercury	QUINN P. A.	RO2(G)	Keppel	TAYLOR D. J.	RO2(T)	RN Singapore
MARTIN A.	JRO(T)	Bristol	RAY R.	RO3(G)	Achilles	TAYLOR M. L.	RO1(G)	CINCEASTLANT
MATTHEWS T. J.	JRO(G)	Cleopatra	RAWLINGS A. K.	JRO(T)	Fearless			
MATSON C. V.	RS(W)	Achilles	RAWLINGS A. K.	RO3(G)	Arethusa	TAYLOR M. S.	RO2(G)	Dolphin
MANN D. M.	RO2(T)	Palliser	REES G. A. M.	RO2(G)	Mercury	TEED P. A.	RO2(G)	Drake
MANSFIELD P. W.	RO2(G)	Achilles	RHODES K.	RO2(T)	Mercury	THOMAS S. E.	LRO(W)	Nubian
MAHMOOD A. J.	RO2(G)	Onslaught	RICHARDSON G. A.	LRO(W)	Nubian	THOMAS "	RO2(G)	Mercury
MAGUIRE D. P.	RO2(W)	Rothsay	RICHARDSON B. S.	RO2(G)	Revenge	THOMPSON J. K.	RO2(T)	Mercury
MAVALL C. S.	LRO(W)	Mercury	RICHARDSON M. A.	CY	AFNORTH	THORNLY J. J.	RO3(T)	Undaunted
MAYON B. H.	LRO(T)	Hampshire	RICHARDSON P.	RO2(G)	Palliser	THOMAS D. E. L.	RO1(G)	Mercury
MAY G.	RO2(G)	Dolphin	RICHMOND D. W.	LRO(W)	Rothsay	THOMKINSON G. L.	LRO(W)	Mercury
MICHAEL J. T.	RO2(G)	Nubian	RICH F. J.	RO2(G)	Dolphin	THOMSON D. K.	RO2(T)	Mercury
MICHAEL I.	LRO(T)	Abdiel	RIDLER I. J.	RO3(W)	Cleopatra	THOMSON R.	RO2(G)	Whitby
MICHAEL M. J.	RO2(G)	Mercury	RING L.	CY	Argonaut	TIPLADY J. R.	RO3(G)	Arethusa
MICHAEL S. B.	RO2(T)	Ark Royal	ROBB S.	RO1(G)	Hampshire	TITLEY J. T.	RO2(T)	Mercury
MICHAEL F.	LRO(T)	Mercury	ROBERTS G.	RO2(G)	Glamorgan	TILLEY M. J.	RO2(W)	Gurkha
MICHAEL P. L.	RO2(W)	Mercury	ROGERS D. T. C.	RO2(G)	Leopard	TODD J. A.	JRO(T)	Abdiel
MICHAEL A.	LRO(W)	Glamorgan	ROOT J. E.	RO2(T)	Hermes	TOMLINSON G. L.	LRO(W)	Mercury
MICHAEL R. S.	RO2(G)	Fearless	ROBINSON W. W.	CY	CINCFLEET	TREACHER A. L.	CY	Afrikaner
MICHAEL J.	RO2(G)	Sealion	ROBERTS C. G.	RO2(G)	Bronnigton	TURNER J.	RS	Keppel
MICHAEL M. M.	JRO(W)	Leander	ROBINSON S.	LRO(W)	Hermione	UNWIN K. A.	RO3(T)	Grenville
MICHAEL R. F.	LRO(W)	Minerva	ROWLANDS G. N.	LRO(W)	Glamorgan	UPCRAFT D. C.	LRO(T)	Stanavforlant
MICHAEL G. J.	JRO(G)	Fearless	ROBERTSON R.	JRO(G)	Bristol	VEAR J. L.	RS	Torquay
MICHAEL P.	RO2(G)	Warrior	ROWETT J. C.	RO3(G)	Fearless	VANCE M. J. W.	RO1(G)	Rooke
MICHAEL N. O.	RO3(T)	Lynx	ROE I. A.	RO3(G)	Antrim	WARD J.	LRO(T)	Hermes
MICHAEL A. R.	RO2(T)	Falmouth	RUDD R. J.	RO2(G)	Mercury	WARREN M.	RS(W)	Glamorgan
MICHAEL N.	JRO(W)	Ark Royal	RUNHAM S. M.	JRO(W)	Cleopatra	WALTERS P. D.	RO2(T)	Mercury
MICHAEL J. C.	RO2(G)	Scylla	RYAN J. G.	RO2(G)	Hermes	WALKER T. W.	RO3(G)	Bristol
MICHAEL P. J.	RO2(G)	Mercury	RYAN T. R.	RO2(G)	Maxton	WALSH J. V.	RO2(W)	Lincoln
MICHAEL T. M.	RO2(G)	Valiant	SAVVA P. M.	RO2(W)	Grampus	WALKER D.	RO2(T)	Plymouth
MICHAEL K.	JRO(T)	Matapan	SANDERS R. C.	FCRS(W)	FOF1	WARD K. E.	RO2(T)	Hampshire
MICHAEL C. R.	RO2(T)	Hampshire	SANDERS P.	CY	Mercury	WALDRON F. C.	RS	Mercury
MICHAEL K. E.	RO2(W)	Mercury	SAUNDERS P. S.	RO2(W)	Arethusa	WALSH D. L.	RO2(T)	Osprey
MICHAEL P. R.	JRO(T)	Antrim	SCATTER J. S.	RS	Whitby	WARD P. J.	CCY	Charybdis
MICHAEL N. H.	RO3(W)	Ark Royal	SEARS B. R.	RO3(W)	Dido	WATERFIELD J. K.	RO2(T)	Reclaim
MICHAEL R. H.	RO2(T)	Mercury	SEAR O. P.	RO2(G)	Mercury	WEEKS R. G.	RO2(T)	Britannia
MICHAEL A. A.	RO2(G)	Abdiel	SEAGER I. K.	RO2(T)	Ajax	WEBB P. J.	LRO(G)	Fearless
MICHAEL A. R.	RO2(G)	Beachampton	SEAMAN P.	RO2(T)	RN Singapore	WHITEHEAD A.	RO2(T)	Glamorgan
MICHAEL R. G.	RS	Mercury	SETTERFIELD A.	RO2(G)	Yarmouth	WHITE A. J.	RO2(W)	Onyx
MICHAEL A. J.	JRO(W)	Arethusa	SHAWYER R. J.	LRO(T)	Blake	WHITE B. L.	RO2(T)	Lochinvar
MICHAEL P. B.	RO2(G)	Dolphin	SHEPHERD M. L.	RS(W)	Mercury	WILLIAMS I. R.	RO2(T)	Antrim
MICHAEL A. F. R.	RS	Bulwark	SHIELDS M. M.	RO2(G)	Mercury	WILLIAMS G. A.	JRO(T)	Diomedes
MICHAEL D. E. D.	LRO(G)	Highburton	SHORT W. J.	RO2(T)	Glamorgan	WILLIAMS A.	RO2(W)	Swiftsure
MICHAEL W.	RO1(G)	Yarmouth	SHORTEN J. B.	RO2(G)	Lincoln	WILLIAMS J.	RO2(G)	Dolphin
MICHAEL W. A.	JRO(G)	Fearless	SHAW B.	CRS	Mercury	WILLIAMS P. J.	RO2(G)	95 CDO FOU
MICHAEL M. J.	RO2(G)	Mercury	SHAW A. R. M.	RS	Gurkha	WILLIAMS P. M.	RO2(G)	Matapan
MICHAEL G. P. M.	RO3(G)	Antrim	SHORTER G. R.	CY	Rothsay	WILLIAMS K. J.	CY	Lynx
MICHAEL J. J.	RO2(G)	Mercury	SCOTT E.	RS	Victory	WITMAN M. C.	RO2(W)	Devonshire
MICHAEL M. E.	RS	Keppel	SCULLION D. J.	RO2(G)	Olympus	WILSON W.	RO1(G)	Mercury
MICHAEL G. G.	RS	Mauritius	SHEPPARD J.	RO2(W)	Achilles	WILKINS S. J. W.	RO2(G)	Fearless
MICHAEL P. D.	LRO(W)	Bacchant	SHERATT D. J.	JRO(T)	Rapid	WILKINSON A. L.	RS	Yarmouth
MICHAEL S. W.	JRO(T)	Bacchant	SKED J.	CRS(W)	Androm	WILSON R. H.	RO1(W)	Drake
MICHAEL S. B.	LRO(W)	Jaguar	SKRZYPCZAK P. R.	RO1(G)	FOST	WIDDISON T. W.	LRO(T)	Mercury
MICHAEL I. D.	LRO(W)	Mercury	SIMPSON I. R.	RO2(G)	Hampshire	WILSON P. J.	JRO(W)	Scylla
MICHAEL W. D. R.	RO1(W)	Mercury	SILK E. T.	RS	Eskimo	WILSON B. R.	RO2(T)	Eskimo
MICHAEL D. A.	RO2(T)	Mercury	SIMPSON N. M.	JRO(W)	Nubian	WILSON J. S.	RO2(G)	Monkton
MICHAEL D. A.	LRO(T)	Rooke	SLATER D.	RO2(G)	Dolphin	WILSON W.	RO2(G)	Tamar
MICHAEL A. A.	RO2(T)	Russell	SMALLER D. W.	RO2(T)	Stanavforlant	WOOD D.	RO2(T)	Mercury
MICHAEL P. D.	FCRS(W)	Mercury	SMITH B. J.	RO2(T)	Mercury	WOOD R. J.	RO3(G)	Fife
MICHAEL P. J.	RS	Tamar	SMITH J. G.	RO2(T)	Mercury	WOODCOCK B. R.	RO1(G)	Mercury
MICHAEL K. R.	RO2(W)	Mercury	SMITH S. R.	RO3(G)	Ashanti	WOODLAND D.	CRS	Mercury
MICHAEL R. R.	JRO(T)	Intrepid	SMITH P. T.	RO2(T)	Mercury	WOODHOUSE B. G.	CCY	Fearless
MICHAEL M. M.	RO3(G)	Antrim	SMITH B.	RS	Plymouth	WOODHEAD K.	RO1(G)	Mercury
MICHAEL J. J.	RO2(G)	Wasperton	SMITH M.	RO3(G)	Danae	WOODHEAD J.	RO1(G)	Mercury
MICHAEL P. J.	JRO(W)	Diomedes	SMITH S. A.	RS	Amazon	WOODHEAD F. W.	RO3(W)	Mercury
MICHAEL K. E.	RO2(G)	Keppel	SPARKES C. L.	RO1(W)	Eskimo	WOLVERSON J. N.	RO2(T)	Norfolk
MICHAEL N. N.	LRO(W)	Cleopatra	SMYTH F. W.	JRO(G)	Lincoln	WOMBELL A.	CCY	Intrepid
MICHAEL P. J.	RO2(T)	Penelope	SPALL K.	RO2(G)	Hampshire	WRIGHT G. S.	RO2(G)	FOST
MICHAEL J. J.	RO2(G)	Ajax	SOWDEN D. M.	LRO(G)	Hampshire	WRIGHT G. S.	RO2(G)	Penelope
MICHAEL P. J.	JRO(W)	Phoebe	STEWART T. M. J.	RO2(T)	Stanavforlant	YEOMAN R. W.	RO2(G)	Hermes
MICHAEL P. J.	JRO(W)	Nubian	STEELE M. R.	CRS	Devonshire	YOUNG A. C.	JRO(G)	Bristol
MICHAEL P. J.	CY	Mercury	STEER J. V.	RO1(G)	Antrim			
MICHAEL P. J.	LRO(T)	Mercury						

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