

614

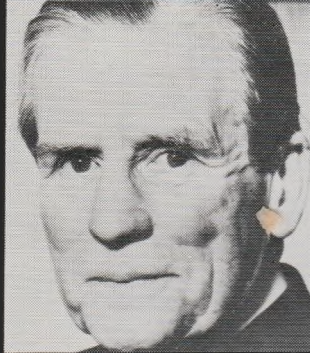


THE COMMUNICATOR

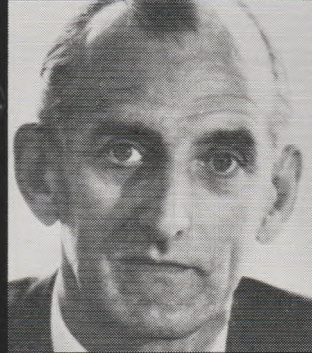


VOL 21 - No 5 **SUMMER - AUTUMN 1973**

A PERSONAL MESSAGE FROM TWO SOLDIERS



Field Marshal, The Lord
Harding of Petherton



Major-General, The Viscount
Monckton of Brenchley

As a member of the Services liable to constant moves, you have a greater than average need for the professional co-ordination of your affairs.

Sausmarez Carey & Harris are a group of experts who between them have experience in all aspects of financial planning for the individual.

They are able to assess the overall situation, taking into account financial and family background. They then proceed to advise on future overall strategy aimed at achieving most efficiently and economically these objectives.

If you would like to establish a notional blueprint of your overall position, and plan successfully and flexibly for the future, we are sure that you will profit from a meeting with

SAUSMAREZ CAREY & HARRIS LIMITED



419 Oxford Street, W1R 2HP. tel: 01-499 7000
65 London Wall, EC2M 5UA. tel: 01-499 7000

Specialists in Investment, Personal Portfolio Management, Estate Duty and Tax Mitigation, Life Assurance, Mortgages, Loans, Pensions, General Insurance, Overseas Investment and Taxation, Trusts.

WANTED BY
MINISTRY OF DEFENCE COMMUNICATIONS CENTRE
IN CENTRAL LONDON

SPECIALIST TELEPRINTER OPERATORS

for

TELEPRINTING & ASSOCIATED DUTIES

Opportunities of promotion to higher grades and to clerical and executive classes.

Preference given to applicants with a minimum teleprinting/typing speed of 40 wpm. Knowledge of procedure would be an advantage.

Basic starting pay at age 25 or over, £28.72 rising to £33.63 per week inclusive of London weighting.

If you would like further information and are of British Nationality telephone Miss Anne Miller on 01-242 0222, Ext 650 or write to:

Miss Anne Miller
Ministry of Defence (SPM 4 (PE))
Room 620
Lacon House
Theobalds Road
London WC1X 8RY

THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SUMMER-AUTUMN 1973 VOL 21, No 5

Price: 25p. post free

CONTENTS

	<i>page</i>		<i>page</i>
AN INTEGRAL PART OF THE OVERALL COMMAND	202	SUMMER CROSSWORD	218
THE COMMUNICATORS' BALL	202	RE-ENTRY	218
THE CHANGING FACE OF HMS MERCURY	205	CONTAINERISATION IN THE ROYAL NAVY	220
THE COMMANDER — HMS MERCURY	205	SEA TREASURE	220
LETTERS TO THE EDITOR	207	QUALITIES OF LEADERSHIP	221
MORSE AND MOTIVATION	209	FLEET SECTION	223
'CONSUMER RESEARCH'	211	GOING THE ROUNDS IN MERCURY ...	237
NAVCOMCOMP '73	213	COMMUNICATION GAZETTE	241
COMPREHENSIVE OCCUPATIONAL ANALYSIS	215	ADVANCEMENT ROSTERS	243
THE LONG WAY HOME — PART 3	217	COMMISSIONING FORECASTS	243
		DRAFTING	245

<i>Editor:</i>	Lieutenant-Commander J. H. ELLIS
<i>Assistant Editor:</i>	Lieutenant-Commander A. BANHAM
<i>Treasurer:</i>	Lieutenant D. JACKSON
<i>Sales Director:</i>	Lieutenant A. E. FIELDS
<i>Secretaries:</i>	LRO(G) I. A. SULLIVAN and RO1(G) E. PARKINSON
<i>Business, Production & Advertisement Manager:</i>	MR EDGAR SERCOMBE, 44, Abbots Ride, Farnham, Surrey

EDITORIAL

AN INTEGRAL PART OF THE OVERALL COMMAND

In his recent 'Letter from America' Alastair Cook wrote 'No-one in America these days is ever early or late, they are either 'ahead of schedule' or 'behind schedule'.

A similar jargon from the same quarter has been creeping into the language of the Navy for some considerable time. No-one in the Navy these days is ever merely in command; they are either in supreme or OVERALL command. According to the dictionary 'overall' means 'including everything between the extreme points', as one speaks of the overall length of a ship. So pervasive has this word become that it would be a pleasant surprise to come across an old-fashioned 'General command'. When 'overall' is not meaningless, it is commonly used as a synonym for some more familiar word, especially average, total and aggregate. Most sailors today would say 'overall picture' and 'overall deficit' almost automatically. But how much better to say 'General, complete or whole picture' and 'total deficit'.

The adjective is the enemy of the noun. If a
202

crisis is always 'acute' and an emergency always 'grave', what is left for those words to do by themselves? If a part is always an INTEGRAL PART there is nothing left for a mere part except to be a 'spare' part.

* * *

THE COMMUNICATORS' BALL

The Captain of the Signal School has kindly given permission to hold a Communicators' Ball at the Locarno Ballroom in Portsmouth on December 4, 1973, starting at 2000 and finishing at about 0130 (Bar 0100) when transport will leave for the main local areas.

There will be an all star programme of Bands and Groups with a number of nationally known personalities to compete and entertain. The purpose of the Ball is to get Communicators, both officers and ratings, together at one time. The success of the evening depends mainly on the support given by the Communicators of the Fleet, but already the response is overwhelming and it will be necessary to limit admission to Communicators, their wives and girl friends. For those who have neither, a number of lady guests will be invited from surrounding hospital staffs.

etc. It is hoped that as many ships and establishments as possible will be represented, even if this means running a coach from Culdrose-Plymouth, Portland-Heron and so on.

If a ship, through geographical barriers, is unable to be represented, it is hoped that it will send to Lieut A. E. Fields, HMS *Mercury*, some tangible sign of its support in the form of a cap tally, crest or photograph which will be displayed on a giant board at the entrance. Apart from supper, which will be included in the price of the ticket (£2), all receipts will be used to engage only first class Groups/Bands and Cabaret acts.

To ensure that the Ball is a complete success it is essential that the organisers know as soon as possible the numbers attending. So, if you want to come, either send in your requirements to Lieut Fields NOW by completing the application form in this copy of THE COMMUNICATOR, or waiting until application forms arrive in your ship or establishment. But the sooner the better.

This is the FIRST time that we have attempted to hold a Communicators' Ball to this extent. It should be good, very good, and the organisers are out to make it so. So come and support it and bring a fellow Communicator and his wife, or girl friend, with you.

* * *

All Communicators who have the interests of both their Branch and magazine at heart will have read Mr Alderson's letter to me (Spring 1973 edition) and Mr Eilbeck's article in this issue. I read them with great care, and with even greater care I have prepared the following comments:

Reference Mr Alderson's letter: The target population takes in a balanced mixture of the rates he mentioned and sales cover roughly half of the total population. Any newspaper or magazine which achieved a similar circulation would be very happy — and very rich. But your magazine is not out to make money, it is out to provide a forum for the ordinary Communicator and the senior Communicator who wants to say something however ordinary, however interesting and however controversial.

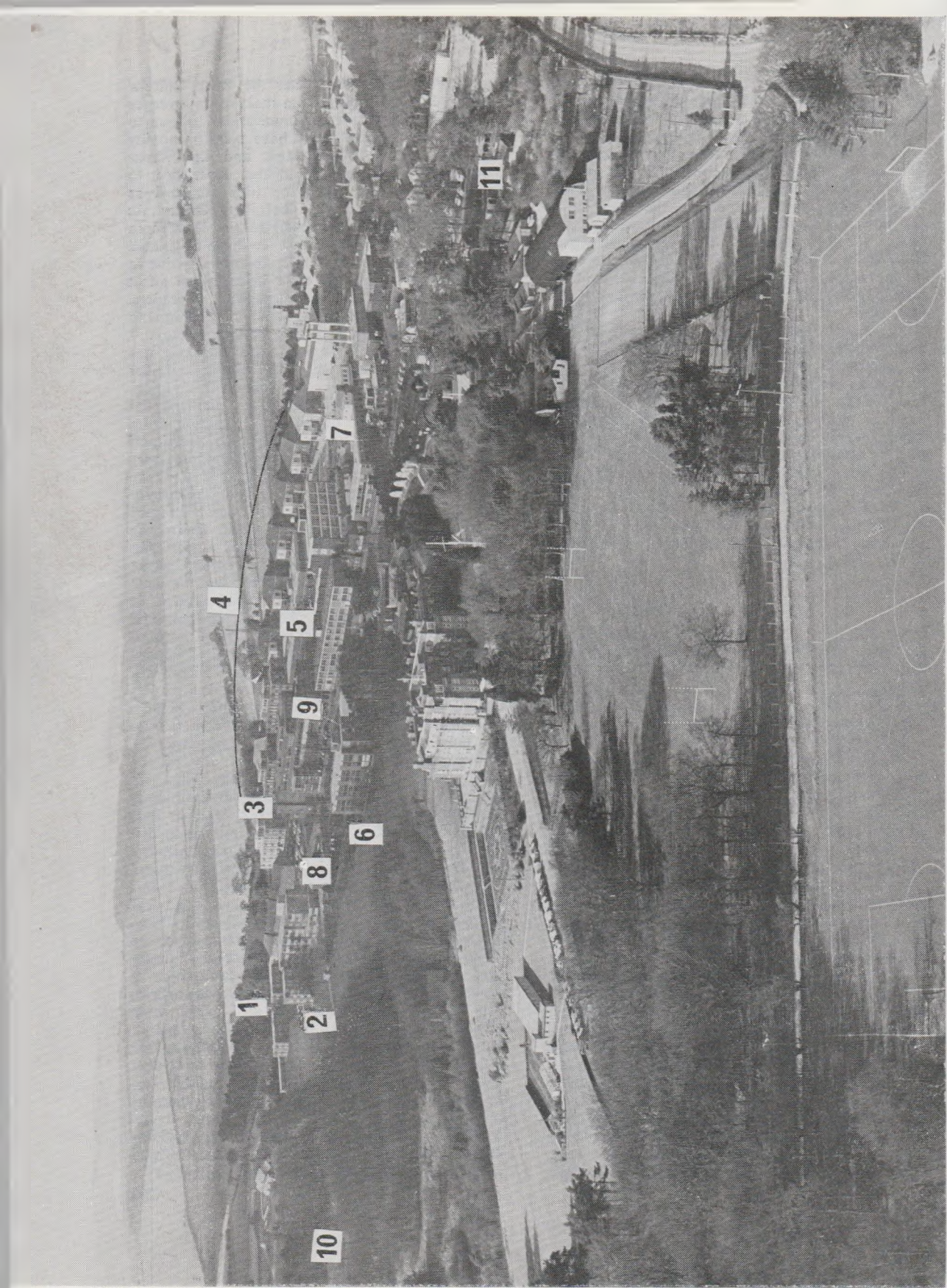
I agree with Mr Alderson that a disappointing feature is the lack of articles from HMS *Mercury* but I would add — also the lack from Signal Division. He picks out the Petty Officers' Mess. He is right — it is a very long time since they wrote an article despite various attempts to encourage them. As I was promoted to warrant officer from petty officer I never had the honour of being a 'Chief', but it was always made clear to me then that the petty officer was the backbone of the Navy since the chief petty officer was considered to be old and 'on the way out'. The roles now seem to be reversed and the petty officer rate submerged in the shadow of the 'Chief'. But this

should not, if it's true, deter the Petty Officers' Mess in HMS *Mercury* from making its presence felt in every aspect of communications. It's up to them — and only them. I have some sympathy with the Signal School Mess and the Wrens because they naturally lack the experience to produce articles to the same high standard as those written by a Fleet Chief Petty Officer. As regards the lack of articles from the Wardroom then I can only say that very few have originated from the Mess, as such, and this is probably due to its reluctance to impose news items which affect such a small number on the majority of readers.

Mr Alderson wants an aerial photograph to show the changing face of HMS *Mercury*. I know he will forgive me when I say that one was published in the Summer 1970 edition and, for good measure, there is another one in this edition.

He suggests a new feature on a controversial subject in order to obtain some reaction from readers such as a 'Query Corner' or a 'Get it off your Chest Column'. This is not a new idea, very far from it. Over the past 25 years there have been numerous attempts to do this and the current 'Letters to the Editor' section has become accepted as the best 'corner' or 'column', and the reason why Mr Alderson's letter appeared under that title. I take issue with Mr Alderson on one aspect of his proposal and that is his view that we must obtain *written* replies to controversial articles. In my view it is immaterial whether a controversial article results in lots of letters to THE COMMUNICATOR, or whether it causes a great deal of interest and discussion amongst our readers. Either will do. And my experience would show that readers are more likely to 'talk' than to 'write'. Finally, it is interesting to note that, apart from a two-line mention in Mr Eilbeck's article on page 237 no-one else has written to me on any of the points raised in Mr Alderson's letter. Thus, his view that a controversial article would almost automatically have the desired result has not materialised. But it should make him less disappointed to know that very many Communicators have read it with great interest. There is a moral here somewhere! (a horse and water!).

Mr Eilbeck in his short article on page 237 writes 'Why not a query corner?' and 'What happened to Searchlight?'. My comments above include a query corner. The 'career' of Searchlight is more interesting. It was started as a banner headline under which would appear articles of a controversial nature — it died in the same edition as it was born! But it made interesting reading. Mr Eilbeck concludes by suggesting that the question 'The Combined Mess for Senior Rates — Is it a Valid Proposition?' would, like the suggestion by Mr Alderson, invite comment in the form of a written article to 'Letters to the Editor'. I am certain that there will be very few letters. I am equally certain that it will be well 'aired' in appropriate messes.



(See article on opposite page)

THE CHANGING FACE OF MERCURY

By the Commander

The last 'round-up' on the re-building of HMS *Mercury* was published in the 1970 Summer edition. Since that date a lot of the plans for the modernisation programme have come to fruition. For the benefit of those lucky people who will inevitably be passing through the Alma Mater in the years to come, the picture opposite, taken last January, shows how we have progressed. (Note: The figures in brackets below refer to the Key figures in the picture). All the Ships' Company Accommodation has now been built or modernised, in accordance with the current JSP scales, as follows:

New Build

Senior Rates (1) — As an addition to CPOs' old accommodation block.

SOBERTON (2) — WRNS.

ANSON }
HAWKE } (3) — Junior Rates.
RODNEY }

Modernised

9 Crescent Road Blocks (4)—KELLY Squadron.

There is a new Supply Block (5) which now accommodates all the Naval and Victualling Stores, which hitherto we had dotted around the Camp in very inadequate Nissen huts. This block also contains the Post Office, Daufman's and Lloyds Bank.

NELSON Block (6) was completed last year with the exception of the XWO which should be ready by January 1974, when the 'grot' in the woods will become a happy memory. NELSON houses the Officers' Training Section and classrooms, the AT Trainer, Teleprinter classrooms and Frequency Laboratory, and will shortly accommodate the 'Sight and Sound' typing trainer. The Senior Officers' Presentation Room adjoining the entrance to NELSON is a convenient sized auditorium (50 seats) which boasts a remarkable air conditioning system which freezes in Winter, boils in Summer, drips all over everybody and gives them something to drip about!

We now have a new Administration Block (7) in the area of the old garages (alas, the clock tower has gone!). It is a pleasantly designed building notable for its blue and grey vinyl tiles (the colours of the Signal Officers' tie!), and contains all the offices which used to be around the gallery of Main House: the Pay Office, the Manpower Allocation Control Centre (ex-RCC), the CPC and WRNS Admin offices. The building runs North/South — the Northern end containing the OOW complex (including three palatial cells) which faces onto the Droxford Road. The Southern entrance leading to the Senior Staff offices has on its walls the name boards showing the previous Captains of the Signal School and also the original crest (Equal Speed Charlie London) which used

to be above the entrance to the old HM Signal School, Portsmouth.

Perhaps the most dramatic improvement to the appearance of *Mercury* is the Droxford Road, which has now been widened and looks quite couth, now that the landscaping around the blocks is becoming well established.

The Future

Work has already started on the construction of a new P & RT Centre, covering of the swimming pool and a new Medical/Dental Centre; all in the area (8) in front of Mountbatten Block (9). The money for the covering and heating of the swimming pool is being provided from the Sailors' Fund. These buildings are due to be completed in mid-1974. An all-weather sports pitch and two hard tennis courts will shortly be laid on the area of the old Field Gun track below SOBERTON block (10). This will greatly improve our sports facilities throughout the year.

Demolition of North Camp (*West*) starts in August and a new building will be erected there to house the RN Unit from Tangmere, due for completion by the end of 1974.

In 1974, concurrent with the modernisation of Main House, it is planned to build new Naval and Civilian Estate Stores, a DOE/YSM building and two new Squash Courts in the area of the old nissen huts and pig farm (11). It is planned to demolish these huts this Summer with the exception of the Main cinema, Church and Church Hall which will remain for years as a memorial to the old *Mercury* we knew.

Mercury is therefore nearing the end of its traumatic 'face-lift', undoubtedly these enormous improvements will enhance our enjoyment of what must surely be one of the most pleasantly situated Naval establishments in Britain.

THE COMMANDER—HMS MERCURY

Those of you serving in HMS *Mercury* will already know that, from July 20, Cdr P. A. C. Harland will have left without relief. This article is to advise those serving outside the Signal School why this has happened and of the new management structure which will result.

As you all know, for many years HMS *Mercury* has had four Commanders (besides the PMO) — two General List seaman officers, both Communicators, the Supply Officer and the Instructor Commander (the SIO). It has now become necessary to provide one seaman commander to fill a new billet elsewhere in the Command, and *Mercury* has had to 'surrender' the commander. Thus, the title of Executive Officer will lapse and his work and responsibilities will be shared between the

Supply Officer, the Training Commander and the Instructor Commander — with, of course, a certain amount of delegation down the line to keep the work load tolerable. An additional complication for all of us is that the present SIO and TC were relieved in July. Thus the personalities involved can best be shown as follows:

Old Organisation

- XO/2ic—Cdr P. A. C. Harland
- TC—Cdr I. F. Grant
- SO—Cdr R. C. Smith
- SIO—Inst Cdr G. S. Greenhalgh

New Organisation

- TC, 2ic and WR Mess Pres — Cdr. A. H. Dickins
 - Support Cdr — Cdr R. C. Smith
 - Cdr Training Support — Inst Cdr P. Jewell
- And the actual delegation of duties as shown in the diagram below.

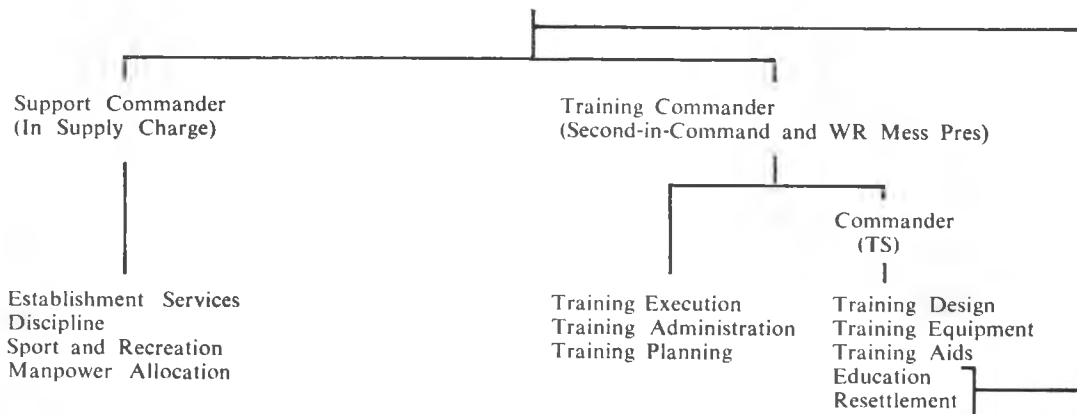
The titles of Support Commander and Commander Training Support are quite new. Doubtless within *Mercury* the old titles will persist for a little while but in official correspondence the new titles will be used from July 20.

It is inevitable that in such a reorganisation as this there will be some initial uncertainties. It may be necessary, with experience, to make some changes. But provided everyone works together, consults sensibly on any 'grey areas' and remembers that the aims of *Mercury* remain unchanged there is no reason why such difficulties as might arise cannot be kept to a minimum.

Finally, and 'for old times' sake', is a photograph (above) of a board which hangs in the Commander's office showing the names of all those officers who have served as the Executive Officer of HMS *Mercury*. You will see some well-known names among them, including no less a person than the present CINCFLEET and First Sea Lord (designate). So ends another era.

COMMANDER J.H.C. WILLOUGHBY, R.N. (Retd.)	16. 8.41.
COMMANDER E.H. KITSON, R.N. (Retd.)	1. 4.44.
COMMANDER A.H.C. GORDON-LENNOX, D.S.O.	25. 2.46.
COMMANDER C.D. BONHAM-CARTER	30.11.46.
COMMANDER THE EARL OF CAIRNS	23. 9.48.
COMMANDER J.C. STOPFORD, O.B.E.	22. 8.49.
COMMANDER R.F. WELLS, D.S.C.	4. 4.50.
COMMANDER R.F. PHILLIMORE, M.B.E., D.S.C.	8.10.51.
COMMANDER C.P. MILLS, D.S.C.	4.11.53.
COMMANDER A. GRAY, D.S.O.	24. 2.54.
COMMANDER E.B. ASHMORE, D.S.C.	21.10.54.
COMMANDER C.A. JAMES	20. 7.55.
COMMANDER I.F. SOMMERVILLE	6. 2.56.
COMMANDER R. DURNFORD	25. 1.58.
COMMANDER THE-HON. D.P. SEELEY	8. 2.60.
COMMANDER S.F. BERTHON	23. 1.61.
COMMANDER A.S. MORTON	7. 6.62.
COMMANDER J.B.D. MILLER	21. 5.64.
COMMANDER H.R. KEATE	8.10.65.
COMMANDER W.H.M. MACKILLIGIN	7.10.66.
COMMANDER N.F. FAWCETT	23. 1.69.
COMMANDER P. A. C. HARLAND	23. 4.71.

Captain Signal School



LETTERS TO THE EDITOR

22 Royal Naval Caravan Park,
Castleton, Portland, Dorset.

Dear Sir,

Our record in the NATO Naval Communications Competitions since its inception in 1963 has been poor to say the least, and this year has proved to be no exception despite being on home ground. The RN has not won a major trophy since 1968. What is the cause of this failure? Are our young Communicators so bad compared with their NATO counterparts, or do they lack pride in their own practical ability? I do not believe the professional gap is so wide and I fear that the latter is the root cause of our poor record.

We hear similar excuses to those put up for the lack of national success in various sporting events; that the other teams have been selected for over a year and have been training constantly ever since. Apart from this being unsubstantiated, surely it is personal endeavour rather than formal training which will achieve the high standards required to win the competition. Let us make no mistake, the standards are high and it is doubtful whether the four weeks' training allowed at present will enable the slightly above average operators who 'volunteer' to achieve them. In addition to the satisfaction of knowing that one is the ace operator, the prizes offered are first class and a great part of the competition week is spent in visits and social events in whichever NATO country the event is being hosted. So there is plenty of incentive in the competition itself. The problem appears to be how 'to lead the horse to the water'.

Individual enthusiasm alone however is not sufficient. There must be enthusiastic support from the top, plenty of advertising and a suitable method of finding out where our talent lies. The scheme for running an annual RN competition should be revived; but worthwhile prizes need to be offered to attract as many entrants as possible. For a start could we not divert the Herbert Lott Trust Fund money at present given to senior rates who come top of their Instructors' courses. Senior rates surely have enough motivation to do well on their courses.

So come along all you Buntings, Sparkers and Gollies, pull your socks up and let us show the other nations of NATO that we are the best Communicators in the world. It all starts off by proving that you are better than your 'Oppo', that your ship can beat the pants off the rest of the squadron, and so on.

Given a combination of individual pride and enthusiasm by operators and the right encouragement and support from the top, I am sure the RN could sweep the board.

The alternative is to withdraw from the competition altogether.

D. COGGESHALL,
Lt-Cdr RN

Dear Sir,

With regard to FCRS Alderson's letter in the Spring edition. I would like to make the following comments: in general I thoroughly agree with his main remarks, however, 'What are we doing about abbreviations' is another matter. First of all if the list were added to in the way he suggests it would soon get out of hand.

Secondly — ACP 131 seems to be a very forgotten publication now-a-days to judge by the excessive verbiage sprouting from most Communicators, the correct abbreviation for as soon as possible can be found in that seldom used book.

Thirdly — COSIR really is an interesting one; why should an American service abbreviation (to be found in JANAP 128 — AUTODIN procedure) be included in an RN publication? After all if we follow the correct procedure to be found in ACP 127 there would be no need to use unauthorised abbreviation like the above!

Finally, let us leave other departments' abbreviations to their own handbooks and publications and not clutter up C9.

To continue with the rolling stone — what is being done about rationalising and updating the *many* Comms publications? We have heard brief snatches about the WIST trial and vague rumours about getting as much as possible into FLCO Vols I and II, but what really is being done?

Yours aye,

D. C. POYNDR, LRO(G).

Dear Mike and Tony,

Now that you have turned over the sales directorship and treasurership to Lieuts A. Fields and D. Jackson respectively, I would like to thank you both, on behalf of our readers, for all the support you have given to the editorial staff over the last 18 months.

The three of us know that over the past few years there have been more printing cost increases, more printing trade disputes and more associated problems than in the previous 25 years' life of THE COMMUNICATOR.

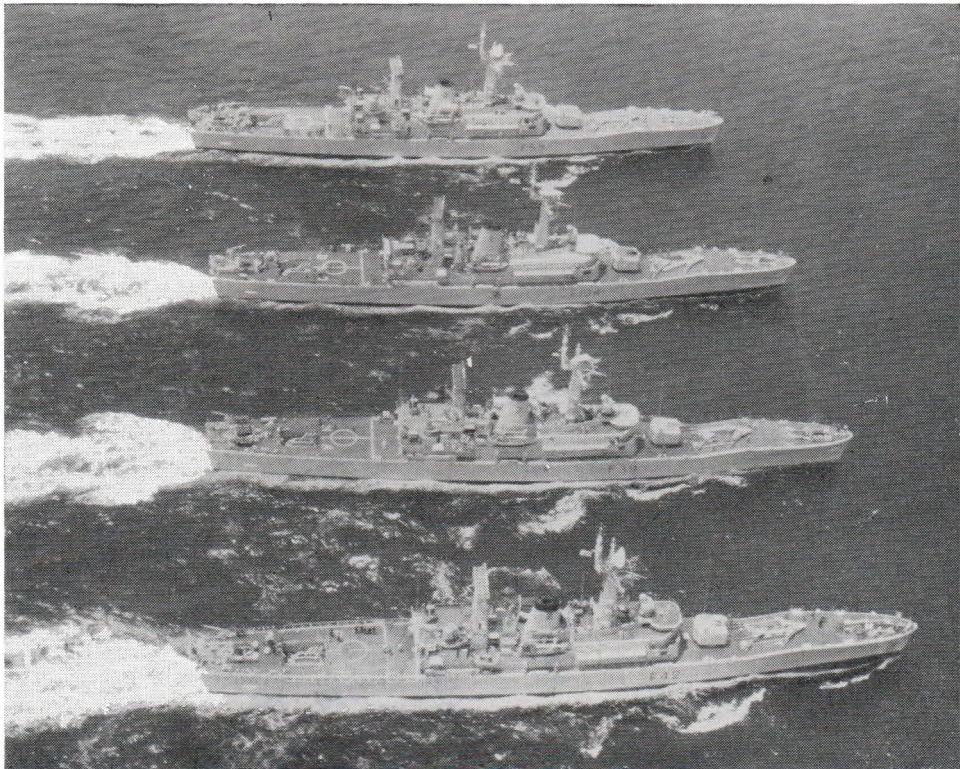
Like good Communicators you have taken these problems in your stride and, as a result, the affairs of the magazine have never been better. Thank you very much indeed. RPC wardroom 1200 August 17.

Yours sincerely,

J. H. ELLIS,
Editor.

Lieut M. Murphy.
Lieut A. E. Knight.

Marconi complete naval communications



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

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

Marconi Communication Systems Limited also has a complete range of communications

equipment available for shore stations; digital transmission, and airborne communications.

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

Marconi Radio Division, designers and suppliers of h.f and l.f point-to-point systems, line-of-sight and tropospheric scatter microwave systems—part of the total systems capability of Marconi Communication Systems.

Marconi Communication Systems

Complete civil and military static and mobile communication systems

Marconi Communication Systems Limited,

Radio and Space Communications Division, Chelmsford, CM1 1PL, England

A GEC-Marconi Electronics Company

MORSE AND MOTIVATION

(The changing face of the Communicator)

By Mr D. L. Alderson, FCRS

(This article will be issued in two parts)

PART 1

I am sure that a vast number of readers of THE COMMUNICATOR were extremely interested in the article 'The Old Order Changeth' (Spring Edition) written by CRS W. C. Tinkler, BEM. His presentation of the changes that have occurred during the past 30-odd years provide a clear picture as to the current standing of the Communicator compared with his predecessor, and I am sure that the elder brethren must have not only enjoyed his article for its descriptive content, but also read it with a good deal of nostalgia, regrets and, in some cases, misgivings.

CRS Tinkler is, of course, in a unique position of having not only experienced the evolutionary changes that have taken place during the last 30 years, but of being a close observer who has recently witnessed the effects of those changes. The author is well known in communicatorial circles and his observations will no doubt be widely read and discussed. Indeed, some of his colleagues state that his initials (WC) are aptly descriptive (because he is one!) but I happen to know that at his birth, the Opposite Watch Midwife was on duty and got the initials mixed up — they should of course be CW, such has been his long and stimulating interest in the Communication Branch. It has also been said that when Charles Tinkler first went to sea, the only item on his first ship's defect list was one of Woodworm and the first OPDEF he sent was for more Holystones!

Much of what CRS Tinkler writes about is true and I'm sure that we are all aware that we cannot possibly go back to those days of insular professionalism, however expert these operators were in their own narrow fields within the Branch, however much we deplore the apparent loss of pride in the job, the lack of dedicated professionalism and of painstakingly accurate operators. The appalling lack of these basic communicatorial virtues, which seem to become more and more apparent each year, is precisely why I have more grey hairs, why I feel a personal slight when one sees the finger of scorn pointed at our Branch for some misdemeanour; why I shudder at the number of mishandled, garbled and/or badly distributed signals (and there is a limit to the number of signals rejected and sent back for re-dist) and why I am deeply concerned that we as Communicators are giving a less efficient service to the Command, than we were, say 10 or 15 years ago. Whilst I have no wish to dwell on the old days, I feel it is necessary to air an opinion as to how we, as Communicators, have lost our identity, have come to handle a far greater volume

of traffic, and yet appear to make far more mistakes, and to trace some of the causes and to discuss this evolutionary process (which is not necessarily progress).

After the introduction of steam propulsion to replace sail, the biggest single technical breakthrough was surely that of wireless telegraphy, and it is here I suggest, that the 'sparker' first established his unique identity. His nickname, taken from the early sparking type transmitter, 'Sparks' thus became the first technocrat in the fleet. The rapid built up of wireless telegraphy in the fleet created a Branch that was the epitome of efficiency and professional expertise, albeit in a very narrow field. Furthermore, wireless was used almost exclusively for the promulgation of Admiralty Instructions, Fleet Orders, Ship's programmes and the like; the sparker was not only a technocrat, he also knew just about everything that was going on in his ship and also in the fleet. Hence the old saying 'You can always tell a sparker — but you can't tell him much!' Before the days of morse touch typing, it was not uncommon to see a sparker read pages and pages of the promotion signals or General messages, produced in beautifully clear handwriting, whilst rolling a 'tickler' at the same time. Alas, nowadays it is hard to find a young Communicator who can even write, let alone give him the added problem of reading morse as well!

What then, has brought about the loss of this special and unique position, once held by the sparker (and to a lesser extent, the bunting)? Firstly, the rapid technical advances within the fleet; electrical, mechanical, gunnery control systems, Asdic (now Sonar), Radar and later, missile control systems and servo mechanisms. All of these new technical developments brought a new type of technician into the Fleet, the Tradesman and the Artificer; which thus rendered the sparker to the level of the 'user' and, since his equipment became more complex, coupled with a wider range of responsibilities (Crypto, touch typing and many other tasks), his maintenance was taken over by the Weapons Electrical Branch.

Secondly, the introduction of staff officers to programme and organise the fleet and the growth of the Secretarial Branch meant that the sparker was no longer the first to be 'in the picture'. Indeed, nowadays most programmes are worked out by shore staffs well in advance; the Communicators are only involved when the amendments arrive! or when rapid changes are effected. Thirdly, and the cause of the present lack of identity as a Communicator, is the most paradoxical. The field of communications is wide open to technological advances, and it is precisely the results of these advances which have produced the current state of the Branch and have caused its de-humanisation. CRS Tinkler quite rightly points out the difference between efficiency, cost effectiveness and pride in the job — but what of



Technical Author

The Midlands Region Technical Publication Section located in Solihull, Warwickshire is responsible for implementing the CEGB's standards for instruction manuals for most of the new power stations in England and Wales. The Section as well as originating manuals is responsible for establishing standards and ensuring that these are implemented by the Board's contractors and also co-ordinating all manuals production for particular power stations and projects.

A vacancy exists for an experienced Technical Author to join an enthusiastic team of Authors and Illustrators who who are concerned with all stages of instruction manual production. Applicants should have considerable experience of Ministry ATA, TPI and similar standards of technical documentation together with appropriate engineering and technical authorship qualifications. A thorough knowledge of reprographic techniques and a current driving licence would be advantageous.

Salary range £2,511-£3,054 plus £60 per annum.

Apply quoting vacancy number C230/73MR on standard application forms available from the Personnel Manager, Central Electricity Generating Board, Haslucks Green Road, Shirley, Solihull, B90 4PD to whom they should be returned by August 31, 1973.

the other dimensions? — interest, motivation and job satisfaction?

It is the results of these technological advances which have produced the situation whereby Communicators, and by this I mean the operators, are merely the slaves of our sophisticated, synthesised, complex, uncompromising and inflexible terminal equipment. In short, a Communicator is basically a clerk of tapes, a recorder, a 'stamper' of signals and a message distributor, who, apart from basic teletype operating and feeding tapes into an auto-head, has a job satisfaction ratio akin to that of a Post Office clerk. In our quest for more efficient equipment and more efficiency systems, we have reached the stage where all our eggs are in the high speed RATT basket. Have we therefore really improved communications? Obviously we handle more traffic at higher speeds, but also with a higher proportion of garbles and ZES2 traffic. Furthermore, the better facilities of communication that we offer, the more they become misused, so much so, that even with high speed RATT circuits — they are still being grossly overloaded. Signals beget signals, traffic generates other traffic and the Communicators are continually being swamped. Anyone who has been involved in major Joint or NATO exercises during the past 5 or 10 years cannot be but concerned at the disastrous over-loading of the broadcasts, where re-runs are often not possible because of the sheer volume of live traffic, where, because of the magnitude of traffic, precedences are misused in such a criminal manner that Immediates are 10-a-penny and where normal Admin traffic is delayed, in some cases by as much as 3 or 4 days. Is this really improved efficiency? It is under these conditions that not only are our communication systems being seriously overloaded, but the Communicator (the operator) is himself being swamped by the sheer volume of traffic. Two watches* (sometimes less) is now the rule at sea — and not always only in exercise periods either.

What then motivates the Communicator during his periods of long and arduous watchkeeping? Gone are the days when a sparker could get a thrill of satisfied achievement by skilful fine tuning of a receiver to bring in an otherwise inaudible weak signal; or where he could go down to the TR to his transmitter, tickle up the PA stage and coax a few more Rads up the aerial — in those days we were communicating; now we are firmly in an era of synthetic training, producing and employing sophisticated and syn-

* In a 2 watch system a Communicator does 88 hours per week, plus 3 hours 'turn to' time = a 91 hour week.

In a 4 watch system he does 46 hours per week, plus 21 hours 'turn to' time = 67 hours per week.

thesised equipment and turning out synthetic operators — they certainly cannot be described as Communicators. Once the planning stage is complete, the Complains compiled and the equipment set up — the Communicator then loses his job satisfaction. He now simply endeavours to keep up with the inevitable volume of traffic that will eventually swamp the system, delay distribution, cause the Nth teleprinter to be changed for the Nth squared time and finally causes the overtired and overloaded operator to become a very frustrated clerk of tapes, paper pusher and filing clerk, who is working under a plethora of paper, tapes and a welter of traffic of doubtful signal value — he is under pressure the whole time.

The conditions under which the Communicator now works must also be taken into account. In CRS Tinkler's era, the wireless office was no doubt clinically clean and as quiet as the reading room of a public library, where you could hear a pin drop, apart from the rhythmic tapping of a morse key. Today of course it is quite different; the noisy clatter of teleprinters producing the cacophony of the big beat sound of 75 bauds is the norm. Readers may well recall the warning notices issued throughout the Fleet — 'Watch out, there's some noise about' which were posted in engine rooms, machine spaces and near aircraft. Such warnings reminded us of the need to protect our ears. Today there is almost a case for posting them in the MCOs of ships, such is the noise level. As for the number of loudspeakers witnessed by CRS Tinkler (and there's no answer to that question!) I can assure him that *Bulwark* has

only two loudspeakers in the MCO, both of which at times have to be used because:

- (a) we do not have enough operators to man all the circuits that are sometimes required;
- (b) it is the only method (however archaic) of 'quality control' exercised by the LHOW to make rough audio comparisons between MRL or broadcast components.

Before I am accused of partisanship by discussing too much of the 'G' world, I should like to make it clear that it is the 'T' rating with whom I have most sympathy, and it is he that has the least job satisfaction. He is the true paper pusher, the clerk of files who manipulates vast quantities of unnecessary signals. The 'T' rating is unfortunately in the very backwaters of communications. Short staffed, bogged down by message handling, seldom, if ever, involved in off-line crypto and denied the opportunity and experience of practical fleetwork, flashing and flaghoisting, brought about mainly by the lack of ships working and operating together as units or squadrons. This is particularly true in the case of an LPH.

Editor's Notes—(1) *The above article will be continued in the Winter edition when Mr Alderson opens up with 'The Art of VS is, I'm afraid—Dead'.* (2) *No-one will surely accuse Mr Alderson of partisanship by discussing too much of the 'G' world, or more correctly in this context — the sparker world, but there might be quite a number who will take him to task when he implies that only the sparker knew just about everything that was going on. They might even say very forcibly that whereas the sparker knew half the story only the bunting knew it all!*

'CONSUMER RESEARCH' IN THE COMMUNICATION BRANCH

Lt Cdr S. Daubney 'X' Section HMS Mercury

'Consumer Research is vital to any manufacturing company if sales and profits are to be maintained. It is equally important to the Royal Navy if optimum use is to be derived from the limited funds available.'

Officers and Ratings of the Director of Naval Signals' User Requirements and Trials Section, based in HMS Mercury, added a new role to their many tasks last year in an effort to gather immediate feedback from ships of the Fleet about their problems in Communications and EW. Small teams visit ships while they are in home bases, conducting discussions at working level with the ships' Officers and Senior ratings of both the Communication branch and the Weapons Electrical team, often on a 'teach and talk-in' basis. They do not work to any set brief, but the visits are designed to evoke comments and criticism concerning communications and EW offices, equipment installations, and procedures. Their aim is to induce an uninhibited atmosphere which offers an excellent opportunity for airing new ideas and criticising old ones — there is usually plenty to talk

about, and many useful ideas have already been obtained.

Over 60 ships have now been visited, varying in size from *Ark Royal* to *Shoulton*, whilst the scope of the subjects discussed has been just as wide. The teams offer positive help where needed, discuss problems across the board, and start a dialogue so that this initiative may be followed up on *both* sides. Whenever possible, queries are answered on the spot, and when not they are taken back to *Mercury* and put under a microscope. Resulting from each visit, a letter is invariably sent to the ship, recording in detail the points discussed, and noting down an *ACTION* for each one. In this way, ships are made aware of the (instant) practical 'Specialist' help available to them, whilst the feedback from the ships is invaluable.

'Feedback' is in fact the lifeblood of any V Section — information therefrom being extremely helpful when advising other ships, but probably more important, it is of the utmost value during the forward planning of communications facilities

Vacancies for Trained Personnel

There are vacancies for communications trained personnel with experience in the use of teleprinters. Experience of cypher work would also be an advantage. The posts are London based and entry is by selection.

The duties involve watchkeeping round the clock and working hours are 41 per week (inclusive of meal breaks). Watchkeeping is based on an 8 week rota which provides 4 complete weekends off duty.

The salary scale (which is currently under review) is compounded to take account of shift and weekend duties and is as follows:-

£2204	maximum
£2133	
£2082	
£2036	
£1998	Age 28
£1952	Age 27
£1908	Age 26

There is a non-contributory pension scheme and generous sick leave arrangements. Annual leave entitlement is 18 working days rising to 20 working days after 7 year's service. There are, from time to time, opportunities for promotion to supervisory grades.

The communications centre has recently been re-furnished and re-equipped to a very high standard. The building is a modern office block adjoining Lambeth North Underground Station and within a few minute's walk of Waterloo Station.

Applications should be addressed to the Personnel Officer.

Government Communications Bureau

Century House, 100 Westminster Bridge Road, London S.E.1.

Telephone: 01-928 5600 ext 413 or 201

in, for example, new classes of ship. Whilst the helpful hand is certainly a primary object, equally (and probably more) important is the opportunity of determining whether, in the mixture of discussions and criticism, certain items occur more frequently than others — creating a 'pattern' of critical subjects requiring attention and/or correction. Such information is vital to an X Section, as it is often possible in the ship planning stages to ensure a reduction and possibly the eradication of such problems elsewhere — and ultimately, of course, in the ships reporting them.

Some of the more general problems are tabulated below. The figures are based on 48 liaison visits:

<i>Main Points arising from Visits</i>	
Securing Stowage — Lack of — Wrong Type	35
Stowage Space — Insufficient	35
*Office Machinery — Use — Operation — Inadequacy	30
Training — Continuation Whilst in Dockyard	30
Shore Line Working/Loss of Facility	20
Fitting of MF DF and Automatic Alarm	20
Dissemination of Information	20
Portables — Allocations — Stowage — Maintenance	20
* Includes Waste Disposal (Shredder)	

There are of course numerous other problems — some 300 different items have been raised in correspondence alone. The main object of these visits however is to do something about each and every point raised during discussions. It is intended to continue these visits, establishing and maintaining a two way dialogue with an increasing number of ships — until all ships in the Fleet are being regularly and not too infrequently visited as a matter of course. Additionally ships may always ask for a special visit if this is required, and every effort will be made to meet their requirements as soon as possible.

<i>% of Ships Reporting</i>	<i>Action/Advice</i>
35	DCI(S) 203/72 Issued
35	Job Cards Raised
30	DCI(S) 89/72, (S) 146/72, Mercury Handouts
30	Local Exercises Arranged
20	Instruction Issued by General Signal
20	Referred ASWE
20	RN Signal Order S10/72
20	MOD(N) Instructions being Formulated

NAVCOMCOMP '73

By Lt A. Knight

The Naval Communications Competition is held annually; a different NATO country being host for each competition. This year it was the UK's turn to be the host country, and where else could it have been held but at HMS *Mercury*. The Competition is centred around practical signal communication skills and knowledge. Competitors are required to read three 90 group FRXs at 12 wpm; or . . . read three 500 group MMXs at any chosen speed between 25-36 wpm and transmit morse for 10 minutes; or . . . produce three 20 minute TPXs. One argument heard during the Competition was that a (G) rating should be able to read the FRX more accurately and with greater ease than a (T) rating! This however has still to be proved.

However, the Competition was more strenuous than just practical exercises. Any potential volunteer must prepare himself by going into strict training before actually volunteering. The social programme shown below required stamina, strong right arms and lots of ambassadorial qualities.

Official reception by Captain R. C. Morgan, RN (CSS).

A Mayoral reception at the Guildhall, Portsmouth.

Cheese and wine party in the Mercury Club.

Dance in the Mercury Club.

Visits to Winchester and London.

Pub run to the White Horse at Froxfield.

All this was in addition to the hospitality shown to the competing teams by various individuals and groups.

Admiral of the Fleet Earl Mountbatten presented the prizes in front of the Main House. The UK team for 1973 came sixth out of the seven competing countries, although POWRN Carol Gibbon created a first by being the first female competitor to have entered the Competition. The final results were:

<i>Country</i>	<i>MTX</i>				<i>Total</i>	<i>Psn</i>
	<i>TTX</i>	<i>FRX</i>	<i>MMX</i>	<i>Relay Pts</i>		
Netherlands	8	3.5	8	5.5	25	1st
Italy	5	3.5	5	8	21.5	2nd
Germany	6	5	4	5.5	20.5	3rd
Canada	3	7	3	2	15	4th
Norway	2	1	6	3	12	5th
UK	4	2	1	4	11	6th
USA	1	—	2	1	4	7th

The UK team retained the Communications Quiz trophy by gaining 69 points against their nearest rival, Canada, with 54 points. It appears that the UK Communicators are publicity shy; or are just not a match for NATO Allies. Every competition has had few UK volunteers, and it is obvious from the results that we could do better. Perhaps other competing nations offer better incentives to their contestants than we do. Perhaps similar incentives, or even Commercial sponsorship, might raise more interest.

WALBROOK APPOINTMENTS

TELEX OPERATORS

urgently required

Work one day one week or more. 80p per hour plus plenty of overtime at higher rates.

Also FULLY TRAINED TELEPHONISTS required 75p per hour.

Ring Mrs Watts on 01-734 9171 or call in if you happen to be in London.

Coventry House, 3 Wardour St., W.1.



Admiral of the Fleet Earl Mountbatten presenting the Trophy to the team trainer of the winning team — CRS J. Houston, Royal Navy

Others in our photo—Rear-Adml Sir Peter Anson, Lt Cdr W. Caswell (03) and right in the background, Lt Cdr C. W. Williams (SORT)

Additionally, there are various prizes and trophies to be won, both team and individual. This year the UK team members were:

CRS Houston (Team Manager and Trainer); POWRN C. Gibbon, TPX; RO2(G) Shilton, MMX and MTX; RO2(T) Oaken, FRX.

The whole competition was organised and administered by:

Lieut Cdr G. Wilson, RN, Sub Lieut G. Perry, RN, FRCS R. Sanders, FCCY J. Fouracre.

Only one serious complaint was heard during the whole of the competition. The Italian team protested that, when the competition was held in Italy a few years ago, the Italians organised typical Italian weather. Why could not HMS *Mercury* have organised some typical British weather for this year's competition? It was pointed out that the Archangel Gabriel — the patron saint of Communicators — has blessed every competition held so far with fine weather, and anyone who wanted to read an FRX on the Broadwalk in typical *Mercury* weather of mist, rain and wind, was very welcome to try.

Next year's competition will be held in one of the other NATO Countries, but which one is not yet known. So — who would like a week in Canada, or Norway, or Greece or —?, and a chance to put RN Communicators back at the top of the tree? Any G, T, W or Wren Communicator can volunteer to compete in *any* skill, whether at sea or ashore; but you must be less than 25 years old. Either request through your Divisional Officer, or contact Lieut C. Collins, RN at HMS *Mercury*. You will get four weeks' training in your chosen skill before the start of the competition so you don't have to be a 'whiz kid' now, but it would help if you are.



Earl Mountbatten meeting the RN team during the closing ceremony

Left to right: Lt Cdr Wilson (HMS *Hermes*), Competition Chairman; Lt C. Collins, RN Team Manager; CRS J. Houston, Team Trainer; PO Wren Carol Gibbon, TTX operator; RO2(T) K. Oakden, FRX operator. Not shown — RO2(G) G. Shilton, MTX/MRX operator

COMPREHENSIVE OCCUPATIONAL ANALYSIS TRIAL — SITREP

By CRS Oxborough and CPO Cox'n Spencer

The administration of COA questionnaires has now been completed and the analysis stage has started. All the information accumulated from the answers to the questions has been transferred to computer tape and will be processed by the NMUU team in the near future. The analysis will be carried out with the assistance of a USN IBM 360/370 computer in Washington DC. Administering the questionnaire was a huge 'paperwork' task which was made much easier by the interest shown by all concerned and the large amount of help given to the team from people both inside and outside the Branch. Here are some figures:

CENTURION (Print out of total).

Number of ratings in Branch
(Excluding WRNS, Submariners
and Specials)=3,500

Number of questionnaires dispatched=3,600

Number of questionnaires returned as
surplus to requirements=400 (leave, draft, illness,
etc).

∴ Possible Target=3,200 (91% of eligible members
of Branch).

Number of questionnaires actually
received by May 31 for transfer
to Magnetic tape=2,560 (80% of target).
(73% of Branch).

The returns are evenly spread for rate/ship/
sub. spec. The answers should not be biased. A
further 'Sitrep' will be made as results become
known.

RADIO OFFICERS

DO YOU HAVE {

 PMG I
 PMG II
 MPT
 2 YEARS' OPERATING
 EXPERIENCE

}
?

 POSSESSION OF ONE OF THESE
 QUALIFIES YOU FOR CONSIDERATION
 FOR A RADIO OFFICER
 POST WITH THE COMPOSITE
 SIGNALS ORGANISATION

On satisfactory completion of a 7 month specialist training course, successful applicants are paid on a scale rising to £2,527 pa; commencing salary according to age, 25 years and over £1,807 pa. During training salary also by age, 25 years and over £1,350 pa with free accommodation.

The future holds good opportunities for established status, service overseas and promotion.

Training courses commence at intervals throughout the year. Earliest possible application advised.

Applications only from British-born UK residents up to 35 years of age (40 years if exceptionally well qualified) will be considered.

Full details from:

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

The big things cost less at Naafi too...



Cars and motor cycles—low-cost HP and big discounts for cash or credit. Income tax relief plan when you buy on HP.

Caravans—discounts for cash or credit. Easy HP terms with income tax relief scheme.



Boats and marine engines—discounts, easy HP terms, insurance and income tax relief scheme for HP payments.

A home of your own. Naafi can help you to save for it now, on special terms and with life assurance.



Life assurance—all types, including with-profits policies, cost less from Naafi.

Saving for the future. Naafi's save, insure and prosper plan for the Forces offers regular investment in first-class business enterprises and immediate life assurance at specially reduced rates.



For full details of the big savings opportunities Naafi offers, complete and post the coupon today.

Marketing Department MKG/C/6, Naafi, London SE11 5QX

I am interested in:

New car Make model for use in Rank

New caravan Make model for use in Name

A boat Type

An engine Model A trailer Address

A motor cycle Make model For use in Block letters

I wish to pay cash I wish to use Naafi HP Saving for HP Deposit

Save-Insure-and-Prosper Plan House purchase Life assurance

Please tick box where appropriate

N

THE LONG WAY HOME—III

By Lieut Cdr C. G. Traill — X Section

My last article left us in the Goreme valley in central Turkey, somewhat less than halfway on our journey home from Bahrain to England. Our next stop was Konya, onetime capital of the Seljuk Turks and celebrated as the home of the founder of the Order of the Whirling Dervishes. The famous dances take place each December and the spinning motion is both symbolic of the rotation of the universe in the presence of God and a means of obtaining a form of ecstasy. The sect is also unusual in the Moslem world in that its founder Mevlana who lived in the 13th century was a strong advocate of the equality of the sexes.

From Konya we headed southwest over the Taurus mountains in pouring rain. This again was wild country with no other cars on the road. The surface was dirt and it wound its way through dripping pine forests towards the Mediterranean. Here we suffered our first puncture of the trip closely followed as we descended towards the sea, by our second. We pulled off the road, looked at each other and failed miserably to answer our six year old son's polite enquiry as to what happened now. However, luck and the Turks did not desert us and within minutes two peasants had materialised from a house invisible in the dark. Chairs were brought to the roadside for my family to sit on, the hospitality of the house was offered and one man was left guarding the car while the other accompanied me to a garage which was happily only about a mile and a half up the road. Here the inner tube was found to be ripped to pieces which meant another double journey to get a spare tube from the car. My friend insisted on buying me a cup of tea in the local tea house while the wheel was being fixed and after two local students had been found to practise their English, I was soon the centre of attraction as we downed innumerable cups of 'chai' and discussed Anglo Turkish relations. When at last all was ready and we had trudged back to the car I had the greatest difficulty in getting my friend to accept a packet of cigarettes and we continued our journey wondering how a foreign family speaking no word of English, would have fared in similar circumstances in Britain.

We arrived very late in Antalya to find that it was the Turkish equivalent of Whit weekend, only to celebrate the end of Ramadan, and every hotel was full of very gloomy Turks wondering what to do in the pouring rain. After a meal we pressed on to Isparta, arriving about one in the morning. The next day we headed for the mountain of Pammukale, one of the natural wonders of Turkey and also the site of the ancient city of Hieropolis. Innumerable warm springs emerge from the ground in a cleft in the hill and flow down over a series of terraces. Over the centuries the lime rich water has crystallised, forming a solid white surface fanning out over

the flat ground and cascading onto the next terrace in a waterfall of white stalactites. Even viewed through a curtain of rain the place has a strange beauty and with the sun glinting on the white stone and mist rising from the warm water, it must look magnificent. Behind the springs lies Hieropolis, a Cheltenham of Roman times, and to the west of the main part of the ruined city lies a vast necropolis. Here rest the bodies of those for whom the healing waters failed to work and one wonders what the spirits of the departed Romans make of the tourists who come in their hundreds to wander among the tumbling sarcophagi of 2,000 years ago.

From Pammukale the road runs west to one of the most famous archaeological sites in Asia Minor, Ephesus. Founded in the thirteenth century BC Ephesus developed into an important centre, second only to Athens and later to Jerusalem and was to retain this importance until the middle ages. The ruins are extensive and pleasantly disorganised and at the time of the year that we were there, one could wander also alone past the stadium where chariot and track races were held on a track 742 feet long and where gladiators and wild beasts met in combat before 70,000 spectators. Towards the sea lies the Arcadiana, a street 1,710 feet long which leads from the sea to the theatre which seated 25,000 people in 66 tiers. Here Cleopatra entered Ephesus in triumph. Time does not allow me to devote more space to Ephesus and it was time also for us to head north to Izmir where we spent a night and then on to Bergama.

Pergamon, to give it its old title, was the centre of the cult of Aesculapius, god of medicine and apart from being a fortress city was also a great centre of healing. In Roman times, both Marcus Aurelius and Caracalla came here to be healed and the sacred spring can still be seen. Near the spring, a stairway goes downwards to a sacred tunnel which the supplicants ran through after visiting the spring, while priests shouted words of encouragement from holes in the tunnel roof. Presumably those who survived to reach the temple at the other end of the tunnel, were pronounced cured!

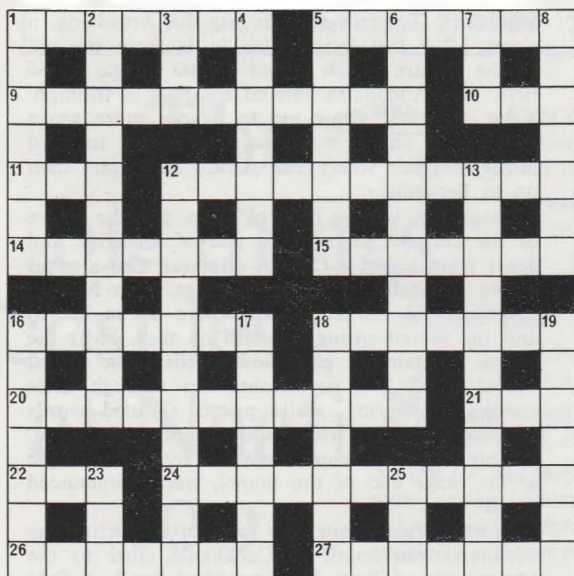
From Bergama our way ran north, skirting the Mediterranean coast, to Canakkale close to the ancient site of Troy. Here we spent our last night in Asia and the following morning we took the car ferry to Europe across the Dardanelles. That night we were in Istanbul. It was here I suppose that we felt that we had stopped being travellers and become tourists. We still had a long way to go however and after spending a few days seeing Topkapi Palace, the Blue Mosque, St Sophia and the famous bazaar we turned west for Greece. The last half of our journey, though most enjoyable, does not have the interest of the first and I will condense it accordingly. We visited Athens where we had the only car repair of our trip, a

new wheel bearing, carried out and then drove through central Yugoslavia, staying in a motel outside Belgrade and into Austria. Here our 'Bahraini' daughter saw snow for the first time and we bought a sledge to make the most of it. On the appointed day we arrived at our Audi car's birthplace at Ingolstadt and turned it in for two days to be thoroughly serviced and to have two years of desert removed from all the corners. With time running out before Christmas we covered the 730 miles to East Meon and a channel crossing between two breakfasts.

We had covered over 7,000 miles in just over five weeks at a total cost of something over £300, not including the car service. Our children thought nothing of up to 12 hours a day in the car and our son was quite capable of shopping by himself in a foreign currency without a word of common language. His sister, now aged three and a half still falls asleep almost as soon as she gets into a car and we for our part were resolved to retrace our steps to Turkey and Persia as soon as possible.

SUMMER CROSSWORD

By Ann Jewel



Across

1. Spoiled craft in wild disorder. (7)
5. Changed, let, and read about. (7)
9. Report about a pert doer. (11)
10. What an age! (3)
11. 'Talk'st thou to me of - - - ? Thou art a traitor: Off with his head!' (King Richard III). (3)
12. Offer poor tips no one can use. (11)
14. They can restore her seal. (7)
15. A car test at random would soon dispel rubbish. (7)

16. Supposed only to offer constructive ideas. (7)
18. A rich art dealer may be confused by this botanical word. (7)
20. Tiger, cat, lion and so on give comfort when needed. (11)
21. The farmer I asked knew the valley by heart. (3)
22. The topic, essentially, is frozen. (3)
24. What with 10, 23, and taxes, surely he magnifies unduly. (11)
26. Denies that the ten ages are one? (7)
27. Take a seat, sir, for these literary compositions. (7)

Down

1. Fish about opposite in vain. (7)
2. Make notes about 21 and 25 for the check. (11)
3. Equal knot. (3)
4. Nothing escapes from sketches in boxes. (7)
5. 'Great — are not always true sons / Of great and mighty resolutions' (Samuel Butler). (7)
6. No matter, I, in a few seconds, will give the ending. (11)
7. To and fro every day to find many 23. (3)
8. Red rain for drying things? (7)
12. Bowling? Topples ten in one go and you have full power. (11)
13. Reprint 'tree reformed' and get the man to explain. (11)
16. Given a menu to concoct I only try cooking. (7)
17. Fish from bases as shown. (3,4)
18. Sweating without a pause may give little pains. (7)
19. If ashes — er — are required, these are too. (7)
23. 'Being kissed by a man who didn't wax his moustache was like eating an — without salt.' (Rudyard Kipling). (3)
25. Would it desert a doomed ship? (3)

(Solution on page 222)

RE-ENTRY

By Anon

ROMFT, and 'a suitable case for treatment'. Goodbye barracks, clutching in one sweaty hand grip, and in the other, pay: 'Apres-goodbye — sesh' pay, which doesn't go far in the big, bright city.

London, and a job? The dole? No; demeaning. Didn't Daddy say 'you-can-always-wield-a-pick, my son!' Blisters: but you're a communicator!

Oil Company: 'Tare sups experience? You can start as a junior telex op. In 15 years we *might* let you control our machine!'

Broadcasting Company: 'Tare sups . . . ditto . . . our machine!'

American Stockbroking firm: 'You'll work our comms systems: with further training, you'll be selling, as well.' Fabulous; and suitable salary. Short listed to two. 'I'm sorry — our NY headquarters consider you may be a security risk!' Jesus! Why? 'You're divorced!' What happened to the Permissive Society?

Emigration. Meanwhile, anything! 9-5, pushing a T/P for a construction firm. 'Prospects? Yes! Later, you can come into our expediting dept. With luck, you could be a section leader in a few (?) years.'

Great, Leading hand of four desks, one coffee pot, and a bloody telephone? Meanwhile, the 9-5 expands. 'The operations director would like his telexes by 0800-ring-circle-bolt every morning.'

'But . . .'

'I'm sure you wouldn't mind getting rid of this before you go.'

15 or more sheets or closely tabulated computat. It may well be 4 pm in New York, but did you ever try eating cold spaghetti Bolognese at midnight?

Marvellous. All this, and more, on a fixed salary that would seem to pay, with the extra hours, 64p an hour!

London: City of Culture, Couture, and human lemmings.

City of the 0725 train from Clapham Junction.

— of the 0745 hacking cough crossing a main road jammed with waste hydrocarbons.

— of the lunchtime sandwich which cost £2 a loaf.

— of the young asthmatic 15-year-old — who attempts to break into your flat.

— of the 8th plague, as whole blocks are re-developed; and the rodent population decide to establish squatters' rights.

— of the musty, sickly-sweet smell that rolls in the windows. The next door neighbours are getting 'stoned' again.

Wonderful London.

Emigration fails, but to return to what?

Eleven years of an ordered, structured society becomes a way of life. The decision to re-enter is easy. Though it does seem ludicrous that the style of 'Mr.', is only abandoned when actually signing on in barracks. A new official number?

Super-Golly!

Had the Navy changed? In so short a time, only superficially: a more relaxed way of life — dress, station cards abandoned — and books now written in Madison Avenue double talk.

For myself, civilian life was best summed up by James Joyce in 'Ulysses': 'They believe in rod, the scourger almighty, creator hell upon earth and in Jacky Tar, the son of a gun, who was conceived of unholy boast, born of the fighting navy, suffered under rump and dozen, was sacrificed flayed and curried, yelled like bloody hell, the third day he arose again from the bed, steered into haven, sitteth on his beamend till further orders, whence he shall come to drudge for a living and be paid.'

Over 1,000,000 prize-winners every year.

"KNOCK ME
DOWN WITH A
*****!"

Sharing over £45 million.

That's more than £3,760,000 shared between 90,000 winners every month.

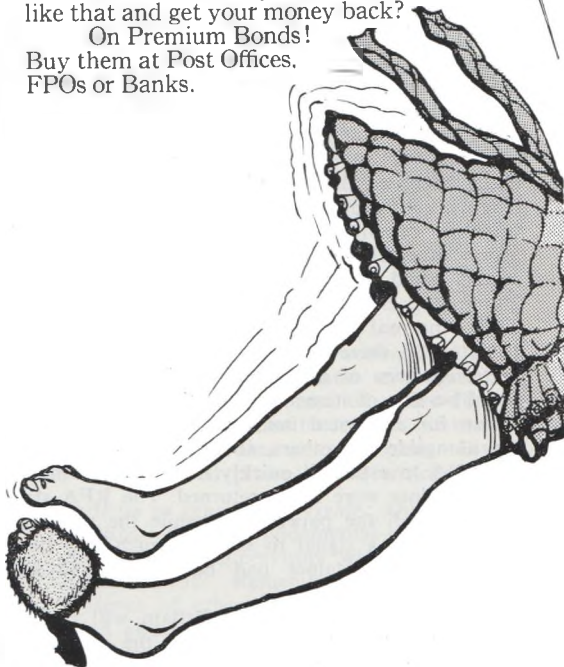
You might win £25 or £50 or £100 or £250 or £500 or £1,000 or £5,000 or £25,000 or even £50,000.

Or you might win one of the 25 extra £1,000 prizes to be won every week from July.

Now where can you win prizes like that and get your money back?

On Premium Bonds!

Buy them at Post Offices, FPOs or Banks.



PREMIUM BONDS

*the more you have,
the more chances you have of winning.*

CONTAINERISATION IN THE ROYAL NAVY

By CRS Elwyn Jones (Comcen Whitehall)

In the last year or so we have read a lot in our newspapers about a dispute involving containers within the Merchant Fleet. Are we ever likely to see them used by the Royal Navy? The idea is not my own, but it was passed over in a conversation quite briefly and I have given the matter some thought, mainly because it is a simple idea with such obvious beneficial implications for the future. Is it a practical proposition?

One of the problems of commissioning a ship has always been the provision of all the right stores, and much more difficult and time consuming, the loading of it all into the various compartments in the depths of the ship. The container principle could be used in a frigate by planning the naval store at deck level; but the store itself would be a container which could be lowered into place by a crane, resting on water-tight connections. Inside, the store items would already be shelved and itemised in a special outfit of stores; and naturally, the ships with a helicopter could have a separate container altogether or just a separate section. The container lorry would leave the stores depot and go directly to the warship to be stored or to a container Royal Fleet Auxiliary (RFA), on which would be loaded numerous kinds of containers for transfer at sea. It is a tedious business storing ship at sea, involving long hours steaming at a steady speed alongside the RFA; and in war time, this represents a considerable risk of submarine or air attack. Thus in major exercises, the replenishment phases are both lengthy and complex because of the number of warships required to protect the replenishment group especially when it is at work. The containers could be exchanged in a matter of 15 to 20 minutes, an incredibly short time in comparison with a normal replenishment at sea.

Naturally there is always paperwork involved in transactions of any kind; but in the container could be lists of items across which lines could be drawn for exhausted items, and numbers remaining alongside the others, so enabling the staff in the RFA to establish quickly how many items in the container were being returned. The RFA staff would do all the paper work while the warships merely made a signal to say that such and such a numbered container had been embarked/disembarked.

One of the problems that Britain will experience in the area of rising costs is the protection of our long sea lanes with the present number of ships. It is hard to understand how, a few years ago, we had half of the Royal Navy east of Suez; while now, after the withdrawal, we are told that we are still short of ships. However, given this problem, it could be overcome to some extent by the use of containers in political confronta-

tions at sea. A container or number of containers could be built containing helicopter control radar and communications equipment, and could be quickly embarked in an RFA or a British container merchantship; and that small unit could provide a degree of surveillance or anti-submarine protection in the main sea lane or in the disputed area. Similarly, a container could contain all the support equipment and control gear for a Harrier aircraft, so that any container vessel could be provided with a naval cell within 30 minutes of the decision being taken.

One problem the Royal Navy is also going to experience increasingly is the programming of maintenance periods; and with only one *Triumph*, which can be in only one place at a time, there will be a need for maintenance support on a world-wide basis. Costs are rising and equipment is more complex. If the Navy had containers with all the dockyard test gear and heavy repair plant necessary for a self-maintenance period, they could be placed on a container RFA/merchantship for a rendezvous with the warship in any port in any country. On completion of the maintenance period, the container would be resealed and despatched either to the next warship or back to the dockyard.

There are going to be problems attached to this use of containers, and the development may be expensive, but it must save money in the long run; and anything which will reduce the cost of the 'tail' so that we can preserve sharp 'teeth' is worthy of serious consideration.

SEA TREASURE

By Maj Harpa (RS Brian Poole)

Seashells command a unique place in the world of nature because they are more widely collected, traded or bought and sold because of their beauty, attractiveness and rarity, than any other animal.

The Indo-Pacific province is the largest and richest shell region in the world, with an abundance of colourful shells, and the Island of Mauritius is characterised by tropical waters and coral reefs, so it is natural for a large number of HMS *Mauritius* personnel to collect them.

Shell collecting is a hobby offering wide and varied experience, providing endless hours with the shells themselves and with books and articles about them, as well as the sporting and outdoor activity from the swimming and snorkelling.

Most shells are found inside the reef in up to 12 feet of water, and although sharks and barracuda are very occasionally seen, there have been no accidents.

Shells are nocturnal creatures, and very basically can be placed in three types, each demanding different techniques for capture. Sandshells leave a trail from their nightly wanderings, and bury

themselves during the day, best found in the early morning before the trail is erased by water motion, the creature is found by digging in the sand where the trail ends. Rock shells, normally well camouflaged by a fleshy mantle, or natural colour and coral deposits, hide in crevices in the rocks, best found wandering around the rocks at low tide. Reef shells, usually well camouflaged with coral or weed deposits, can be found at almost any time when the tide is right, and waves are not crashing over the reef.

Normally trips are planned within the members of the watch, for the second day off, and depending on destination, or type of shell being sought, can begin as early as 0430 allowing for road and boat travel to be at the desired spot by daybreak.

Catches are widely discussed, and proudly exhibited, but the precise location is often kept a closely guarded secret, especially in cases of rare finds, to prevent the multitudes descending on the spot and clearing it.

To those now departed from Mauritius who were smitten by the BUG, and have their own collections, this article will be a pleasant reminder and they will already know, and appreciate, the beauty of the shells. (They will also recognise the author's *nom de plume* as a variation in the Latin name of one of the sought after shells).

For those coming to the Island expecting to be smitten by the BUG, regrettably the magazine does not use colour, so the beauty of the shells, being indescribable in words alone, must be left to the imagination, but the small amount of inexpensive equipment, flippers, face mask, snorkel tube, shell-bag, rake and tickling stick are readily available.

For philatelists, a number of the shells are depicted in true colour on some of the current issue of Mauritius stamps.

Rumour has it that the local Government may restrict shelling, although we are hopeful this will be aimed more at money makers, rather than genuine collectors.

QUALITIES OF LEADERSHIP

by R. Spencer, CCY, Ex Management Inst

There are many definitions to describe the function of leadership, or being a manager, particularly from the Service point of view, however, no matter how they are written they all boil down to one thing: '*GETTING THINGS DONE THROUGH PEOPLE*'.

I feel, and sadly so, that leadership is not what it should be in the Service, and quite possibly this may be due to the fact that we have been a peacetime Navy, amen to that, for so long, and quality rather than necessity has gone by the board.

All of us have a role to play, especially those in authority, and to carry out our duties properly,

a few rules are useful, so here are 20 basic rules which may help you to build an *ALERT, EAGER* and *RESPONSIBLE* working relationship either afloat or ashore.

1. *Make the people who work for you want to do things*: This is one of the really basic rules for getting things done through people. The man who gets the best results through others, is the man who is a leader not a driver. People do things reluctantly for a driver because he forces them into it. They do their jobs enthusiastically for a leader because he makes them *want* to follow his wishes. *A warning*: Making people want to do a thing is a much more subtle and skilled process than what is often called 'selling' them on doing it. That usually is just another name for forceful persuasion, and it is no more effective.
2. *Study your subordinates as individuals and try and determine what makes them 'tick'*: Continuous study of people who want to work for you is a must (It's easy writing 264's??), their motives and attitudes are the tools you can use, and these can only be decided by study. Remember people vary widely, well timed praise may spur one person to greater heights, but it may only serve to inflate another; a better spur may be constructive criticism, a third person may wilt under criticism, so therefore some other factor is needed to make him tick, hunt for it.
3. *Be a good listener*: If you know your worker — his worries, personality, touchy points, even his pride — you're on your way to know what makes him tick, and what motives stir him. The best and probably the fastest way is to get him to talk, ask questions, encourage. If you are telling, then you encourage silence, never dominate a conversation.
4. *Criticise or reprove constructively*. Get all the facts, review them and win agreement on them, suggest a course of action for the future. If you criticise be sure it's the method not the motive, that is questioned. Give a bit of deserved praise before criticism.
5. *Criticise or reprove in private*: Questionable? perhaps. But this fundamental rule is broken every day by supervisors who should know better, isn't it? Remember reprimands in the presence of others can cause shame, humiliation and resentment rather than a desire to do better in future.
6. *Praise in public*: People thrive on praise — and praise that others can hear has a multiple impact. It raises morale and self confidence in all. However, be sure that the person you are praising deserves it, and also other people involved get their share too.

7. *Delegate responsibility to subordinates:* A most important rule, and one which is continuously violated. Delegation is the essence of administration. You are no manager or supervisor if you do not delegate.
8. *Avoid the appearance of 'stealing' credit:* Taking, or appearing to take credit which rightfully belongs to one of your subordinates, will destroy initiative and willingness to take responsibility. Remember giving proper recognition has a double effect: the worker gets credit for doing the job, the supervisor gets credit for building an able staff.
9. *When you issue an order, be sure to tell the reasons for it:* People want to know not only what they are doing, but why they are doing it. The explanation can be written or oral. But be sure to make it.
10. *Let your staff in on your plans and programmes from the early stages:* it is true that plans cannot be discussed too far in advance. But they should be discussed with subordinates before they are in final form. This gives them that all-important sense of participation. Furthermore, because they have taken part in shaping the plan, it is much theirs as yours and they will feel personal responsibility for its success.
11. *Never forget the style of the supervisor sets the style of his staff:* If the supervisor, or manager, is irregular in his habits, late turning to, careless about dress, drips, bored in attitude, then his staff will be also. They will normally however follow a *good* example much more eagerly than a bad one.
12. *Are you consistent:* If your reactions are completely unpredictable from day to day then you will do nothing but bewilder your staff. One can truly follow only the leader whose courses of action are steady and whose reactions are predictable.
13. *Show your staff that you have every confidence in them, and expect them to do their best:* Juniors — and all your staff for that matter — tend to perform according to what is expected of them. If they know you have confidence in them then they will perform all the better, and their work will usually show this.
14. *Made a mistake? then admit it:* No worker expects the bosses to be infallible. So no supervisor loses face when he admits to his mistakes — if he isn't wrong too often that is; what you will gain in confidence in your fairness and honesty, is an asset beyond price to a supervisor.
15. *Your subordinates also have ideas, give courteous hearing to them:* The ideas may sometimes sound fantastic, but it is important not to let them know it. There is no surer way to discourage ideas from your staff than disparagement and ridicule.
16. *Don't be upset by moderate dripping:* In small doses, dripping serves as a safety valve for human nature. People working under a perfect administrator would still drip because he was perfect.
17. *Give your staff goals, a sense of direction, something to strive for and achieve:* They too need to know where they are going, what they are doing, and why they are doing it, in order to plan their course intelligently and work efficiently.
Your staff cannot get interested in working from day to day. So make clear the relation between their day-to-day work and their larger goals.
18. *Keep your staff informed on matters that affect them:* Let them know in advance whenever possible. As members of a team they feel entitled to know what is going on. If they do know what is going on then their thinking will be geared to reality, and their ideas will be more practical.
19. *Give your staff a chance to take part in decision making, whenever possible, particularly when it affects them:* When people feel that they have taken part or had a say in decision making, then they are much more likely to go along with it enthusiastically. If they agree with the decision, they will feel that it is their own and back it to the hilt, even if they don't agree they will still back it knowing their point of view was considered.
20. *Let your staff know where they stand:* The day of 'treat them rough, and tell them nothing' has passed. At all times your staff should be aware how they stand with the boss. You should know your weak points as well as your strong ones. It is only through awareness that the supervisor can hope his performance will improve the performance of his staff.
Different situations will demand that specific supervisors develop special attributes. Generally speaking however the qualities mentioned are ones that all supervisors of all ranks must develop if they are to acquit themselves well in their role as a leader.

CROSSWORD SOLUTION

(see page 218)

Across

1. Frantic, 5. Altered, 9. Perpetrator, 10. Era, 11. Ifs, 12. Proposition, 14. Healers, 15. Scatter, 16. Critics, 18. Triarch, 20. Consolation, 21. Ria, 22. Ice, 24. Exaggerates, 26. Negates, 27. Satires.

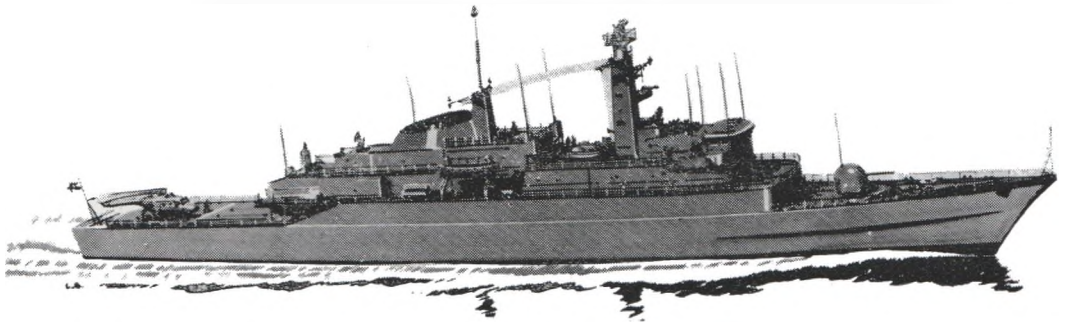
Down

1. Foppish, 2. Arrestation, 3. Tie, 4. Cartons, 5. Actions, 6. Termination, 7. Roe, 8. Drainer, 12. Plenipotent, 13. Interpreter, 16. Coction, 17. Sea bass, 18. Twinges, 19. Hearses, 23. Egg, 25. Rat.



Fleet Section

Editor—Lt-Cdr A. Banham



CINCFLEET COMMUNICATION STAFF

FCO Commander G. M. Tullis

FEWD Lt-Cdr S. E. Hughes
AFCO Lt-Cdr A. J. Christie

FCYO 2/O L. Herring
Staff CRS CRS T. B. Hood
Staff RS(W3)RS(W) J. Davidson

By the Editor

Readers may notice a changing trend in the Fleet Section's articles. I have reduced the number of articles along the line 'I was detailed off by the chief to write an article . . . in May we came out of dock, in August we faced the rigours of Portland Work-up . . . then had a wonderful visit to the glop shop at Bremen!!!! PS will promise to send photos next time'. In this edition you will find more articles of a wider interest ranging from the experiences of an RO3 in the galley to discussions on how the PWO System affects communicators. Articles about ships' activities can of course still be very interesting, *eg*, *Scylla's* account of Iceland Patrol, so don't give up, and please send photographs.

A special 'thank you' to FRCS Alderson who sent enough material to keep the *COMMUNICATOR* going for several years. If you think the 'Busy B' gets all the limelight, the remedy is in your hands! Some good articles have had to be left out — I'm sorry but at £25 a page we can't print everything. Good luck next time.

HMS BACCHANTE

Hegg's Corner

When I first joined *Bacchante*, some 12 months ago, I found life wasn't all I expected it to be as a JRO afloat. People seemed to ignore me and were rather reluctant to accept my professional recommendations and advice. However,

I persevered and I now realise that this is something Juniors of all branches have to get over.

I made such a mess of being a RO that Potts found me a nice quiet number; washing dishes in the Dining Hall. Having had previous experience of this before joining the Royal Navy I found this job relatively easy and I was soon regarded as an expert. I knew the exact frequencies that tin trays tended to radiate on and the precise distribution details of all the knives and forks; not to mention the spoons! Then I was moved! Would you believe it — back to the realms of the Communicator. I hurriedly brought myself up to date, after all I had been away from the job for a whole fortnight, just think of all the changes I had missed.

Having achieved my dearest ambition to date, which was to be rated RO3; on the first time of asking, I thought I would be destined for great things. Sure enough I was. The RS sent for me and said that the ship would soon be embarking upon a seven week work-up — I refuse to bore you with the details. He required good, reliable men in each watch; yes you've probably guessed, I went back to the dining-hall. I think the service had deteriorated somewhat since I had left there, anyway that's what I was lead to believe. It was about this time I considered changing branches to TW2 (Teawetter 2nd class). The new Communications Officer joined however, and he insisted that I be employed in the Main Communications

An Account with BERNARDS provides a complete service for uniform and civilian clothing and practically every other personal or family requirement.

Personal Service at the Naval Ports and Air Stations plus visits from travelling representative at home and abroad and sensible credit terms makes purchasing easy at all times, while for those at H.M.S. Mercury the Departmental Store at Queen Street, Portsmouth, is close and handy.

Payment may be made by Naval Allotment, Bankers Order or Giro Account.

C. H. BERNARD & SONS LTD.

BERNARDS CORNER—QUEEN STREET, PORTSMOUTH

And at CHATHAM, PORTLAND, DEVONPORT, DUNFERMLINE, HARWICH, GRIMSBY, PLYMOUTH, HELENSBURGH, GIBRALTAR AND MALTA and Station Tailors Shops, LOSSIEMOUTH, ARBROATH, CULDROSE, YEOVILTON, CORSHAM, LYMPSTONE, H.M.S. Dolphin, H.M.S. Cochrane, H.M.S. Neptune, H.M.S. Royal Arthur.

Head Office: Anglia House, Harwich, Essex, CO12 3NT. Telephone 2281.

THE GEORGE INN

ROY & JACKIE STEVENS

RESTAURANT : FOLK CLUB

Catering for all occasions

CHURCH STREET, EAST MEON, HANTS

East Meon 364

Office, at least part-time. I eventually achieved three work-up sea-weeks in the office. I learned a lot and believe myself to be a more able Communicator as a result of Portland.

Now we have finished our work-up, achieving a VSat for communications (the three weeks I was in the office clinched it) I am settling down as a regular member of the Communications team. I'm even getting instructions with a view to promotion to Leading Radio Operator so it looks like there will be less of Hegg to be seen behind the counter in the dining-hall, you know funnily enough I miss the clanging of tin trays, the tinkle of cutlery, the salty sea stories from the ABs and the cussing of the chef. Ah well I must go, I hear the dulcet tones of the RS and I'm going on watch . . .

Make sure you don't miss the next issue, I'll let you know how I'm progressing. Who knows I may be back in the . . . In the meantime, anyone requiring any hints on washing (not drying as that was the AB's job) dishes, don't hesitate to write to me — enclosing a stamped addressed envelope for the reply. Tara for now.

HMS BULWARK — THE 'BUSY B'

By Mr D. L. Alderson, FCRS



Frank Judd, MP (Portsmouth), Opposition Shadow Spokesman for Defence, enjoying a pint with Communicators

The last exciting instalment in the story of the 'Busy B' ended with us arriving back at Devonport after our R and R period, languishing in the March sunshine of San Juan, Puerto Rico and enjoying a well earned rest after the rigours of exercise 'Rum Punch 73'. As usual, the visit ended too quickly and we soon found ourselves heading seaward, leaving the Bacardi factory close on our Port side whilst we tried to forget the pleasures of the sunshine and the local brew.

This time, the trip back across the Atlantic was much better and our more Southerly route offered the devoted sun worshippers more bronzy



'Top of the Rock' team from 'Bulwark'

bronzy time. During this passage, a ship's company concert was held in the hangar, where LRO Simon and his brother, Garfunkel entertained (?) us to some music (?) LRO(G) Brown was the lead guitar (in fact the *only* guitar!), RO1(T) Short was on drums and RO2(G) Wain did a sub for Mick Jagger! It was actually a most spirited performance, each member of the group operating on full, triple-drive, over-drive and triple distilled DBs — this group can now claim to be the first with 'Secure Speech' in the Audio range!

After our Devonport DAMP we sailed for the Mediterranean, first to Malta then to Cyprus where we were involved in the 3rd Commando Brigade's FFR (Fitness For Role) Inspection. This was exercise 'Spring Double', and it was during this exercise that we had the pleasure of the company of the Parliamentary Under-Secretary for State for Defence for the Navy, Mr Anthony Buck, MP plus a few other Members of Parliament, one of whom was Mr Frank Judd (Portsmouth) who is also the Opposition shadow speaker for Defence. We are all now waiting to see how long it takes to improve the living conditions and/or the extra areas of payment of hard layers!

Whilst on our way to Cyprus we had some visitors who literally 'dropped in' on us — they were eight members of the Cyprus RAF Air/Rescue team who parachuted from an RAF Hercules aircraft into the sea, just off our starboard bow. They were practising for the type emergency that occurred to the *Queen Elizabeth II* last year in the Atlantic.

INSURANCE BROKERS : MORTGAGE BROKERS

**H. D. WEDGE
&
PARTNERS**

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

ALL FORMS INSURANCE
NEGOTIATED AND ARRANGED

PRIVATE DWELLINGHOUSE
AND
COMMERCIAL MORTGAGES

BUILDING SOCIETIES INVESTMENT AGENCIES

SG BROWN

**Headsets, Handsets
Avionic
Audio Systems**

S. G. Brown Communications Limited
King Georges Avenue, Watford, Hertfordshire
Telephone Watford 23301

RACAL
The Electronics Group



Mr D. Alderson discussing 'Fleetwork' with fellow Communicators

The tactical withdrawal of the Marines after 'Double Base' provided a unique sight on the flight deck — field guns of the embarked Battery actually fired in support of the withdrawal, ably supported by our starboard Bofors. Indeed it was a strange sight to see 105mm pack howitzers actually arrayed on the flight deck, firing a broadside — Nelson would turn in his grave!

After 'Dawn Patrol', it was back to Malta to disembark 41 Commando which was accomplished in about six hours (on a Saturday afternoon!). We then sailed for Gibraltar, leaving the SCO behind in Malta, together with the Operations officer and the Amphibious Operations officer, who were to attend the 'Dawn Patrol' PXD in Naples later (*two* days later in fact!). The PXD, which took at least a *half* a day, enabled the SCO to arrange a journey covering six days, taking in such places as Malta, Naples, London and Gibraltar! That's good planning for you!

A week at Gibraltar for another short SMP allowed for rabbits, walks, swimming or whatever turns you on. Sufficiently 'turned on' to participate in the 'Top of the Rock' race were LRO(W) Smith, ROs Short, Gabriel, Thompson and Haradine. They all put up a most creditable performance and, out of a total of some 90-odd runners, they were all well up in the first 40.

Whilst at Gibraltar we welcomed onboard CCY Chambers, who flew out from the UK the day before we sailed (his arms are still aching!). It was particularly pleasing to see him arrive at this time — arriving just in time for an Anglo/US exercise, followed by JMC168, followed by FOCAS's Admin Inspection, followed by 'Sally

Forth' (a sort of shop window type demonstration) and the Fleet gathering at Rosyth just for good measure — there's nothing quite like coming in at the deep end!

By the time this goes into print, I shall have left the ship and turned over to Mr Cokes (late of NAS Yeovilton) and to him and all the staff, I wish every success for the future. There's many a good tune to be played yet in the 'Busy B'!

CINCFLEET

By Lt-Cdr W. J. Christie

'A day in the life of AFCO'

A serial in one or more parts depending on the reaction by the Editor to part one.

0700—Scene AFCO's cabin, a bleary eyed AFCO, just returned from an exhausting operational visit to Cyprus, Beirut and Teheran steels himself for a new day at the Fleet Headquarters.

0800—Arrives at office in ornate building known as the Leggo Palace. He speed reads about 500 signals, most of which he notes gloomily have the wrong DIG, the wrong address and express in one page a message which would have been better put in one line. Decides to re-write RNCP 9 by lunchtime, immediately re-appreciates problem, calls for Chief and tells him to complete the task by 1100.

0815—Supervises weekly Maritime Rear Link Raffle. B*****K gets MRL3, R**L**M gets MRL1. Suspect Leading Writer, who has an impish sense of humour, has got at the tickets.

0830—Phone call from R**L**M saying, what is an MRL?

0900—Attends Fleet Briefing and explains for the millionth time to angry Staff Officers why the DIG system prevented them getting signals they really did not need anyway. Makes mental note to tell Chief to re-write the DIG book by teatime.

0915—OIC Commcen Whitehall calls to say that there are 40 ships on the Morse Broadcast and each SOP is lasting about two days. Call for Chief, and tell him to stop the DIG and C9 re-write and to get cracking on C3. Call the Training Commander and tell him that if he raises the morse reception speed to 40 WPM most of our problems will disappear.

0930—28 telephone calls later, CND says can I have 10 volunteers from the Fleet for an exercise in Scotland. Spends the next two hours telephoning ships and by a mixture of charm, flannel and promises to unsympathetic SCOs raises 10 'volunteers'.

1130—Attend Exercise Planning Meeting, discover vital need to visit Lisbon, Naples, Athens and Oslo to discuss mutual communication problems. Hotly refute observation that need to replenish duty-free liquor stocks had any bearing on this decision.

12:5—Lunch with visiting CE WRNS Officers' Course, they are listening with undisguised admiration to monologue on toughness of AFCO's job when called to telephone to discuss with FCO why we have re-written only three books today when we normally do six. 'As I was saying girls, it's tough at the top . . .'

CLEOPATRA — COMMENTS CONVINCINGLY?

By Sub-Lt R. M. Williams

It was with considerable interest that I read *Fife's* article in the Spring edition of our magazine concerning her recent PWO trial. Although most ships now employ the operational aspect of the PWO system I doubt if many ships have implemented the administrative concept.

Some of the new schemes practised in *Fife* could really only be used in the larger class of ship; the DLG or Helo Cruiser and certainly not the GP frigate. I am referring in particular, administratively to the Divisional System and operationally, to the employment of senior communication rates.

I have no experience of the PWO system in a DLG but have a little of its communication organisation and of the PWO organisation in a *Leander*. With this experience in mind I admit disappointment over some of the conclusions drawn by *Fife* at the end of her six month trial period.

It is a pity that it was found that the operational employment of the SCO as the Principal EWD was impractical because it clashed with his task of communication adviser and daily staff planner, even though the SCO was later employed

as an assistant PWO and I assume watchkeeping.

Although the communication problems of a DLG and presumably an OTC are so much greater than those faced in a *Leander*, surely the bulk of communication planning is argued and prepared before a ship sets sail; if not, then usually the battle is lost before it has even begun. The SCO and his senior rates must work together to produce the most flexible plan consistent with available intelligence and operational information. Obviously requirements do change from day to day and indeed occasionally from hour to hour. It is rare however, that the change is so drastic that it requires a complete new organisation. Any CRS/RS can without difficulty implement such daily changes keeping the SCO informed of his intentions. It is only when circuit priority lists have to be enforced because of equipment failures or over stretched complans that the SCO need be directly involved.

In a *Leander*, putting the CRS/RS or RS/LRO (G) in a two watch system usually invites disaster and it has been found to be of greater benefit to the command to have both men available throughout the day and evening and to have one 'on call' during the silent hours. The LRO(G) usually complements the 'watch on' and assists the RIC to engineer circuits. The RS is employed supervising, trouble-shooting and keeping the bridge, ops room and SCO satisfied.

There is no solution other than to have the CY/LRO(T) working opposite each other in the Long watch system: no other solution is really necessary. In an operational environment most signals are either given an 'ops dist' or simply filed on an ops room clip for instant reference—in this situation do we really need the CY to attend on the Command or is he better placed sitting at the signal position in the ops room, manning the open line. From this position he can pass and receive instructions without delay; I believe that the latter applies. It is unfortunate that with the ever changing tactical doctrine of the Fleet resulting in far reaching changes in both the employment and manning of ships, our training methods are hard pushed to keep pace. Although we advocate that senior 'W' rates should direct our Active EW equipment they lack the basic 'command experience'. Through no fault of their own CRS/RS(W) are reluctant to initiate instant reactions particularly when it involves more than their own sensor — valuable minutes are lost and opportunities missed because of indecision. On the other hand, Officers, from being Midshipmen are taught to make command decisions until it becomes a matter of routine to order a weapon system to bear. This being the case I feel that it is essential that an officer should direct the EW effort and who more qualified than the SCO. The CRS/RS(W) makes an excellent EWD2 and in time will develop into the sort of EWD that we seek.

In the Defence watch system I advocate that the SCO should take the Forenoon and Long First watch, therefore should usually be available most afternoons. From the EWD's console the SCO can keep in constant touch with all three sub-departments over interphone and he can easily force his personality through the headset and boom microphone. By remaining in the ops room the SCO is also in a better position to know if his complan is successful. During the afternoons he can make himself available for more personal contact with his department and for consultation with the command.

My conclusions drawn from the PWO concept in the Leander class ship are as follows:

- a. The RS/LRO(G) should always remain outside a strict watchkeeping system.
- b. The CY/LRO(T) are more effective when integrated into the watchkeeping organisation.
- c. An officer and where possible the SCO, should be made available to direct the EW effort, advised and complemented by the CRS/RS(W).
- d. Training of the EWD should reflect the need for the more executive type approach to the task.

The system that I have outlined has been tried and approved by the Command in *Cleopatra* and implemented during the last 12 months. During this time some degree of communication and EW success has been achieved in quite a number of NATO and National large scale exercises.

COMMODORE HONG KONG

By 'Alfa' watch

Since all other contributions to our magazine seem to come from the sparkers who live on the hill, we, humble buntings that we are, have decided to try and add our smallie contribution to this edition, that is to say, we have been detailed off by the CCY (Fred Wilesmith) for this enormous task. (No thanks to Tuttle).

As all of you who have been out our way recently will know, our humble abode is hidden behind a smallie black door (Stalag 13) in 'A' Block, HMS *Tamar*. Being the centre of things, life here is always humming. We work a four watch system, each watch consisting of one yeoman LRO and two. Apart from the watchkeepers we also have numerous daymen one Yeoman, four LROs and two RO2s. Not to mention two CCYs . . . this being the case, all and sundry are on the move all day trying to stay out of everyone's way. We often wonder how so many killicks can find so many jobs over the workshops so many times a day. Still, this probably comes under leadership and initiative or some other such category . . . apart from the daily routines of final checks, generals, biffers, telephone amendments, groupers, SVCs etc . . . you will always find us willing to help out in

any way — especially seeing-off your beer — as so many ships have found out recently. In that department we must have the most sociable staff in the RN. Not only do we visit all ships that come our way, we also have our own squadron of patrol craft. Affectionately known as Kelly's heroes whom we take guard for — in more ways than one . . . also we now have with us HMS *Chichester*, which has become permanent Hong Kong guardship (what no tapping-up facilities again). However, life out here isn't too bad on the whole, all things considered. The BCO (Lt Blood Reed), sits in his office opposite and runs the department from there. The SCO (Lt-Cdr Darby Allen), we hardly see in the MSO as he works in the ops room and is normally snowed-under trying to run the Stanley boat club — Hong Kong's answer to Sir Francis Chichester . . .

We in the MSO come under the daily supervision of CCY Fred Wilesmith who, when not being cracked by 'A' watch (namely Watt, Clerk and Mayne), spends his time trying to tell the difference between talk and mutter. As for *Tamar's* answer to Huckleberry Finn, the chief plus five others from up the hill went sea fishing all night with stacks of beer and in the space of about 16 hours returned with one fish and no beer . . .

Anyway, from all at Stalag 13, most of whom will shortly be leaving this haven??? and going on to pastures new (some maybe to ships) fleet-work?? what's that chief. We wish you all a fond farewell and hope to see you (and your beer) out here soon.

HMS DEVONSHIRE

By Boysie & Wes

Since our last piece of literary genius to the Nobel Prize winning COMMUNICATOR and several demands for another brilliant article, we hereby submit the following report on proceedings.

Having left that black hole of depression (13 dock HM Dockyard, Portsmouth), we proceeded to Portland to give FOST a work-up/work over, this we achieved quite successfully and returned to Portsmouth for a well earned Easter leave. Like all leaves it was short, sharp, and sweet.

On May 1, OSB was again, I hasten to add 'again' to witness our departure as we sailed to rendezvous with that last bastion of British sea power the mighty *Ark* (*Royal* of course) who from now on shall remain anonymous 12345127 (censored by SCO), then followed the passage across the Atlantic to the American naval base of Roosevelt Roads, where we met those international people of the radio world 'SPIRITED SAM AND BIG MARY 2 6 CHARLIE' (Elmer never let us down once), we were alongside for 10 hours but the staff seemed to make the most of it judging by the state some of them were in when we departed.

Then followed a week's weapon training with a visit to Virgin Gorda thrown in for good measure. Next came the reason for our deployment Exercise 'Lantredex 3-73' where we again showed Elmer how to do it, we did hear that John Wayne was signed on as Captain of the USS *F. D. Roosevelt* to give them some advice but this has to be confirmed as yet, the exercise lasted just over a week and the staff was kept pretty busy, but we managed to hold it down okay, being in two watches made the time pass pretty quickly, but I reckon we were all glad to get it over with and get to sunny Florida for a well earned rest. A few members of the staff were lucky enough to visit Cape Kennedy and Disneyland (the latter being the biggest Billy Mannings in the world), and as for the night life . . . say no more. Our next stop is Philadelphia but more about that in our next epistle.

Many of the staff will be leaving the ship once we arrive back in Portsmouth in July, so all you barrack stanchions in the college of knowledge stand from under and watch your empire crumble.

AU REVOIR.

HMS FEARLESS

By CY Stenning

We (note the solidarity) believe that the Editor is pulling a leg or two when he says that *Fearless* has in the past produced some super articles and pictures for THE COMMUNICATOR. Either we have a reputation to live up to, or it's slick sales talk on his part. The question is where to begin?

Once upon a time, before *Fearless* entered refit, she took part in an exercise called 'Strong

Express' (Sept 72). This was followed by a visit to Malta which in turn heralded the start of a two month tour in the Med. Whilst at Malta, we traded-in our 'oid' SCO (Lt-Cdr Lemonde) for a 'new' one (Lt-Cdr Robinson); the former will soon be experiencing his second winter in the Norwegian interior.

41 Commando also embarked at Malta and were ferried to Cyprus for exercises. *Fearless* then sailed for Velos in Greece where banyans and expeds were organised for the young and energetic members of the Ship's Company, whilst the more senior among us established friendly relations with the local inhabitants and helped to fill the shopkeepers' coffers.

A 10-day AMP back in Malta provided the opportunity for wives to join husbands for a short holiday on the island. The flag of the FOCAS was broken onboard on November 18, and *Fearless* sailed for Exercise 'Corsica' followed up with a five day visit to Toulon. There was time for only a brief call at Gib to take on Christmas rabbits before sailing for Plymouth for leave and refit.

The department has worked hard throughout refit, and under the guidance of RS Allen — our communications Refit Liaison Petty Officer (CRELPO for short), every member has become a dab hand with a paint brush. This has not deterred our highly successful soccer team from defeating all challengers, and we are now in the throes of 'batting' our cricket team into similar shape.

Fearless had the honour to provide the guard for the 'Freedom of Bootle' ceremony on May 5.



Freedom of Bootle guard mounted by HMS 'Fearless'. CY Stenning (White Ensign) and CRS Walker (Colour Chief) in the foreground

No less than nine Communicators numbered among the Ensign and Casket parties, and the guard. Four weeks of intensive training were rewarded by a fine display on the day.

What of the future? We expect to move on-board in August and finish refitting in October. After trials the ship will be fitted out for her new role of Dartmouth Training.

HMS HERMES

By FCRS M. J. Matthews

May 8 saw the ship leaving the dockyard for the first time since she had arrived from Portsmouth some 18 months before. After a brief stop in the Sound she headed for the open sea and commenced a series of trials to prove that the engines really did work and that the dockyard had not forgotten to put the screws back on! The mini ship's company was augmented by some 200-odd dockyard maties and what our ELINT escort must have thought seeing a ship's company consisting mainly of long haired individuals in green overalls has yet to be revealed. Our communications for this period was primitive to say the least, consisting of a CW circuit back to MHQ Mount Wise and a UHF circuit to keep in touch with the daily mail and stores helicopter. The rest of the ship's equipment being 'Verboten. Nicht für gefingerpoken, Mittengraben un knobtwisten', in other words 'Hands off'!

The second part of the period was livened up with an SAR incident in which a small German coaster was getting into difficulties off the Lizard. With our limited communications facilities we were required to operate with Leander and a Nimrod aircraft from St Mawgan, and it was with some relief that the coaster got herself out of trouble and we were able to revert to a 'private' ship again.

Once the PSTs were over it was back into dry dock and the ship's company once again took up residence in Jago's Mansions. To break up the periods of communal tasks visits have been paid to RAF St Mawgan, to learn about the Nimrod (what a fantastic aircraft this is) and to RNAS Yeovilton to get an insight into the world of the Fleet Air Arm. Most of the department were also able to see what life in a khaki uniform is really like, when they spent two weeks at the Signal Training Wing at Eastney and learned all about C42s, A43s and the like. Although the weather was kind to them they all came back with a grudging admiration for the work and conditions that the Royal Marine Commando has to contend with.

Hermes has adopted the British Seamen's Boys' Home at Brixham and to mark the beginning of the association the Commander (Commander A. D. Hutton, RN) and members of the ship's welfare committee attended the Home's open day on July 4. During the presentations the Commander



'Hermes' presentation to British Seamen's Boys' Home, Brixham.
Left to right: RS Bennett, LSA Kalne (ex RO2), FCRS Matthews

handed over the ship's crest which is to be placed over the entrance to the *Hermes* dormitory at the Home. The boys at Brixham will shortly receive a Mirror Class dinghy from money obtained through a raffle organised onboard the ship by the welfare committee. Amongst members of the committee that were present at the open day were FCRS Matthews, RS Bennett and LSA Kalas (an ex-Communicator!). It is planned that the boys will be able to visit 'their' ship some time in September when it is hoped that they will be able to 'Beat the Retreat' on the flight deck.

Another association will have been cemented by the time this appears in print. This will be that between the ship and the town of Tiverton. On July 18 the town is to confer the Freedom of the Borough on the ship to put the seal on an association that began in 1967 when Sea Cadets from the town's unit (TS *Hermes*) and members of the town council were invited to join the ship for a trip down to Gibraltar. Since then there has been a thriving association with the town and Sea Cadet unit which has now been recognised for posterity.

Looking into the crystal ball reveals a period of fevered activity both in the LPH and A/S role, with CAAIS and the Sea King playing a major part in the latter. Deployment to exotic places however has not yet been revealed although a rather blurred image of the Forth bridge and snow covered mountains must mean something! Whatever happens and wherever we go you can be sure of one thing — the Communications department will be in two watches without a doubt.

HMS HERMIONE

By LRO R. Hart

Since my last article to THE COMMUNICATOR the 'H' has been quite hectic regarding sea time and exercises. From Portland work-up we proceeded up to Scotland and participated in 'JMC 167' which was a fairly pathetic exercise on the whole as regards communications. After completing debriefs and meeting 'Oppos', etc, we made our way to London. The usual routine of RAs 'steaming ashore' to make the most of our home-leg was inevitable. (Must apologise for plugging the RAs of the Fleet).

Lo and behold another visit was bestowed upon us and this time to Lubeck, Germany. Well, the people were quite friendly and HMS *Phoebe* (after filming her HMS *Hero* series) departed a day or so before us. Then it was a quick return to Portsmouth for a spot of leave before departing for the Far East on June 11.

I'm sure all will agree that departing from home waters takes a lot of getting used to, especially for all of those with wives and girl friends? Sad really for those of the crew leaving for the first time. Anyway, at present the 'H' is on the way to Capetown and Beira patrol having visited Gibraltar along with HMS *Tiger* (FOF2), *Dido*.

HMNLS *Limburg* and *Van Galen*. Sorry submariners nearly forgot about the *Dreadnought* who is also coming along for the 'Jolly'.

Sadness looms over us, Robin Mailes and Bob Jaques have left to do their RS courses. Have fun lads. RO3 'Tojo' Rogerson has been up to his usual pranks onboard, *ie*, in Gib he was dangling from the jack-staff trying to haul the thing down which included spinning around it several times. Is there anyone in the fleet who is interested in an RO3(W)? All offers to the above ASAP.

IBERIAN ATLANTIC AREA

By CRS N. D. Johnson

We have now been established in our new Commcn since March 1972. Exercises 'Night Search', 'Strong Express', 'Sunny Seas' and 'Wintex' have helped us to prove our worth to the Alliance. Although as far as Broadcast ship/shore and Maro are concerned we are still a part-time station, we are now well geared to swing into full operation with minimum formality. Any CRS/RS on a ship passing through our area should not hesitate to ask for ship/shore activation. We will even QSP QTC's if routed direct RBDIXY. TRY US!!

Now for would be draftees to IBERLANT here are a few domestic details which may be of interest. All persons live ashore, and are paid an overseas rent allowance (ORA) calculated in Escudos. Currently a single LRO is allowed a rent ceiling of 2.500 Escudos per month (fixed rate of exchange is 62 Escudos=One Pound). A married LRO with no children or one child gets 5,000 Escudos per month, a CRS/RS with two children gets 7.500 Escudos per month. These rates are currently under review and are likely to rise (in line with rents of course). We also receive a reasonable LOA and for those with children we get overseas family allowances (at the same rate as UK). On arrival on the station married men receive an advance of 15 days' pay as a settling in allowance (SIA). In addition your first two months' rent are paid in advance by the UK support office. The SIA is repayable over 18 months and the first two months' rent are recoverable during your last two months here, when of course no rent will be payable. Single men have all utilities (gas, electric, water, etc.) paid for by the UKSO. Shopping is reasonably cheap on local food but very expensive on imported tinned food. Meat is excellent in quality and reasonably priced, but getting dearer as elsewhere. Fresh vegetables are usually plentiful at cheap prices with seasonal fluctuations. New potatoes can be bought at Christmas, green beans are available 9 months of the year, strawberries can be bought throughout the Summer months.

We have a self run NAAFI 'shop' which gets supplied from GIB about every three months, it still having a lot of trouble keeping stocks up to scratch, but in time it should improve. NAAFI

prices are high by UK standards but low by local standards. We have a very well run package store which supplies us with cigarettes and booze at duty free prices. Local vinho is very cheap and good. In the Headquarters we have a dining hall which serves mainly Portuguese type meals very cheaply. We have a small Senior Enlisted Club, it is very much a do it yourself affair, however, the users are dedicated and progress daily. A Junior Enlisted Club unfortunately is still only an idea, time may produce more enthusiasm, it remains to be seen. Meanwhile we share social events utilising the dining hall for dances, discos, bingo, etc, when security allows.

Our soccer team goes ever forward to greater heights. A regular Wednesday afternoon training session helps a lot. Many local teams have been decisively beaten. Life in NATO PORTUGAL is fairly good, it really depends how good one is at adapting. Generally we live poorer than one would expect to and we are left much to our own devices. One gets a feeling of not really belonging. NATO is very impersonal having no established routines. Ad hoc national methods (depending on which nationality has precedence) appear to provide most routines and these are rarely acceptable to all personnel. However, harmony exists, on the surface at any rate.

We have had a certain amount of success with the provisional examinations with RO Harrison (now LRO) passing first time for LRO and LROs Pimblott, Read, Ellam and Little qualifying for RS within the two attempts. LRO McDonald and ROs Burton and Brack are sitting the current examinations.

This 'Term' we welcome Commander Lees, our new Comms Division head, Lt-Cdr O'Brien HQ Comms Officer, RS Baker (RCI), LRO Clarkson and RO2 Forbes. We say adios to Commander Brooker, Lt Cdr Rivers, RS Maddison, LRO Read, and RO1 Kuffel.

HMS INTREPID — THOUGHTS ON AN EXERCISE

By Lt-Cdr S. Drake-Wilkes

'Oh, and by the way, Exercise "Dawn Patrol" starts on Friday.' With these apocryphal words Lt-Cdr Redmond handed over to Lt-Cdr Drake-Wilkes and headed for Hong Kong via England.

Still reeling from the forced learning of JWE and the problematical requests like 'BAVO wants HAP to the FAC from the SACC' and hearing the mystical chant of the air world of 'TAC, TAR, TAD'; it surprised no-one that the reply 'Roger, carry on Chief' produced miracles.

'Dawn Patrol' and the PXD have now completed and the communications aspect produced a great deal of comment. Communications were blamed for the failure to get information across; but the circuits were solid 5 by 5, so the users of communications circuits were at fault — a fact that is almost impossible to get across.

The Complan for this exercise was hashed up in a day and a half onboard the USS *Mount Whitney* in Athens. It says a lot for the final result that ships actually communicated at all!!

The NATO broadcast, an MRL and a TF Broadcast were copied or run by *Intrepid*. Our record was 1188 signals in/out/through in one hectic day. Sixty per cent of all signals transmitted or received were 'Immediate' and the almost extinct 'routine' was treated with awe.

The 'Dawn Patrol' Complan was well summed by Admiral MacManus, USN, CTF 503 when he said at the hot wash-up — 'I did the same sort of exercise 29½ years ago on 5 communications circuits — and I can assure you it worked. During this exercise my flagship copied 90 circuits.'

To plagiarise Potter — The circuits proliferate to cover the number of circuits available PLUS one. We must be able to do better — please?!

The lessons learned in the 1972 production of this exercise were apparently lost and we had to start from scratch. It must be possible to provide a NATO publication to obviate the writing or re-writing of complans each time we do an exercise.

However, *Intrepid* communicated — CELA VA SANS DIRE.

HMS NORFOLK

'Superguard' or 'We take any Flag'

By LRO(G) Brown

Since our last article we have enjoyed leave in Pompey and are now on yet another Spring cruise around the Med. At the end of Exercise 'Sunny Seas' in the Iberlant area we were well pleased with ourselves having shown the Portuguese and German navies how to become real communicators after only three weeks. During this period we spent two week-ends in Lisbon and one in Funchal (Madeira) where the Comms held their monthly banyan. As we hit the beach and headed for the local glop shop the villagers must have thought the Spanish had returned to conquer. The innkeeper had never before known business to be so good. His stocks were soon depleted and consumed at a steady pace. One of our members after drinking too much of the local grape juice, awoke to find himself minus shipmates, clothes, money, five hours of the day lost and in the company of the local constabulary (this cost him much money and leave). Due to the fact that the rudder came away from the rest of the cutter, Communicators are banned from all future banyans. During our stay in Madeira we gained the flag of FOF1 minus staff (joined in Gib) which trebled our work load. But, as the standing Fleet Flagship our broad backs, combined with our long experience as showpiece of the fleet, were able to cope with hardly a ripple throughout the department.

At the Fleet gathering in Gib *Norfolk*, as Senior Officer Present Afloat, was charged with the task of showing the rest of the ships how to

conduct themselves ashore, especially when Knuckle Butties were the order of the day. 'I've never seen ceremonials conducted so well' was overheard more than once during our visit.

Our second base port, Toulon, seems to have gone downhill. The French Navy are boycotting the local bar area (CHICAGO), consequently most of the entertainment had gone to Marseilles. Too many would be virgins after the proverbial sticky greens??? One certain JRO who shall remain nameless (JRO V) did, after much persuasion, lose his cherry.

When this goes to print we will be in refit having completed eight months continuous exercises and to top the lot we have a 'Jocomex' the night we get to Pompey. Latest buzz: A submarine will be interned in the same dry dock to continue 'Casexes'.

HMS SCYLLA

and The Battles of Arvakur and Aegir alias Iceland Patrol

By Lt R. M. H. Bawtree

The Navy was sent inside the so called 50 mile limit at 1500 on May 19 and for *Scylla* this meant a change of programme swapping a month in the Med (including a week in Naples) for a month off Iceland. In retrospect I think we all considered the latter was rather more worthwhile, particularly from the communications point of view and the subject of the Med was never once raised. For we had been ordered to do a job which had a purpose and that in itself was good enough for most.

For the Communicators, however, it meant a month of very hard work and two watches for the 'G' and 'W's. The 'T's were luckier and remained in three watches, though they were under pressure throughout trying to keep their heads above paper in the MSO 'disting' on average 100 signals a day. But it was all good experience for everyone, and, dare I say it, much better value than the endless Portland exercises which, although important, are dull by comparison.

As OTC of the three frigates, four defence tugs and usually two RFAs, we had a very Rolls Royce set up with two MRLs into Whitehall as Inter-ship communications across Iceland between the SE and NW areas were not satisfactory.

When *Scylla* relieved *Plymouth* on May 29 we had barely completed the turn over when the gunboat *Thor* arrived on the scene, but after some manoeuvres with *Thor* sandwiched between the frigates she retired to the touch line (12 mile limit). However she showed us very clearly how very manoeuvrable she was and although having a top speed of under 20 knots often proved quite a problem to follow.

The glorious 1st of June was to herald our first 'battle' and for the majority of the ship's company it was the first time to Action Stations for real, albeit 'discreetly' to quote the 1st Lieu-

tenant's pipe. The *Arvakur*, one of the small gunboats, arrived early in the morning and appeared bent on warp cutting amongst the British trawlers. However, he bit off more than he could chew for with the tug *Irishman* and two fairly irate trawlers he was harassed and hemmed in during which he was involved in two collisions — the latter a triangular one. This is where the Communicators came into their own for it was then that signals started flashing (literally) backwards and forwards to Whitehall. And soon *Thor* re-appeared and started streaming her cutting gear and ostentatiously uncovering her gun. In spite of a warning by the Captain on VHF to 'cool it' *Thor's* Captain seemed determined to 'hot it up' and replied in very excited but broken English that his colleague had been deliberately rammed by *Irishman*, and that he had no intention of calling *Arvakur* off. However, after some further unsuccessful passes at the trawlers *Thor* escorted the limping *Arvakur* away to the touchline, the latter being out of action for a fortnight or so.

Round in the northwest, where at times the ice edge was within 25 miles of the designated fishing area, we were to see even more of the gunboats and rarely did a day pass without contact with one or more of them. But our next incident of note occurred at our first meeting with *Aegir*, the flagship of the Icelandic Coastguards, when on June 7 for no apparent reason, from a position a few cables on our starboard beam she suddenly turned to port and rammed us abreast the mortar well; little damage was done to either vessel but the Captain of *Aegir* had already lived up to his nick-name of the mad axeman. (It was only a few days before that he had been involved in the 'Excuse me while I shell your ship' incident with the trawler *Everton*).

All in all it was a most satisfactory patrol, the weather was kind (only two gales), and fishermen grateful and generous and a department working at full stretch for an extended period providing a very good service to the ship. As usual our main complaint was TPs but with two maintainers working full time we just managed to keep going.

As I write this we have 36 hours to go on patrol before the welcome arrival of our sister ship, *Charybdis*, who I see from the last COMMUNICATOR, has recently been jolly in Japan. This will shake them up.

HMS TENACITY

By LRO(G) Rackham

Herewith the first article from *HMS Tenacity*. *HMS Tenacity* was Commissioned at Portsmouth, on February 17, 1973, as a fast patrol boat in the Fishery Protection Squadron (4MCM). Since commissioning most of the time has been spent on public relations, with visits to the busy fishing ports of the United Kingdom,

we have also had a foreign visit, to Oslo, for the centenary celebration of the Norwegian Fast Patrol Boat Service. Quite a good run, but very expensive for 'rabbits', etc. The Norwegian base ship held a junior ratings cocktail party (negative cocktails), just bigger cans of beer, with more beer in them . . . I think the *Tenacity* trio did most of the ear-bending when the party was in full swing. Our three badge baby bunting LRO(T) Hary Pollard consumed so much, that he went into figures, and didn't press his letter shift for about 12 hours, when the mess was awoken by a dozen or so Norwegian/Danes, who swore that an RPC had been given the night before, of which nobody in our mess had any recollection. Baby bunts again???

Communications wise, we are pretty well fitted, with all the mod cons, etc, and believe it or not, We have On-line facilities. We utilise these as much as possible, mostly when on channel patrol, reading B41T from Portland Commcen. On other patrols we maintain SOPs on the appropriate CCN, chopping as necessary. We have enough signal traffic to keep us going, that is when we are not busy putting the ship's newspaper to print, which is a weekly job, and quite a hit onboard, being run by the ROs and the PO Cook, title of the paper FISH DRIP.

Well that's all from the fighting 'T' for this term, hope to flash into print for the next edition, when we hope to be well clear of Rosyth dockyard and BMPs, DEDs, etc, chipping, painting, sandblasting, and gangway watches AAAGGGHHHH. See U.

US NAVCOMMSTA DIEGO GARCIA

By Scottish exile

Drafty said depart ye cursed, so we did, and the result is that Naval Party 1002 is the RN's latest 'foreign' (preference to WRNS holding 'A' levels in witchcraft and map making). Sympathy to the RAF who, despite a detour of 4,000 miles, robbed us of a run ashore in Singapore and threw in a Hercules flight as well, and were still smashed by us at darts in Gan, hard luck crab-fats. Diego is the first joint USN/RN Navcommsta ever, and as if expected a disaster, it's been built smack in the middle of the Indian Ocean out of all harm's (and civilisation's) way.

All communications buildings are complete but permanent accommodation for the troops is still to be finished, a case of mixed up priorities? Jolly Jack has settled in well though, and all essential services, mess fridge, beer, barbecue patch, etc, are functioning well. Work-wise the stokers and greensies are settled in and happily playing with their spanners and valves. But before you all start slapping in for a cushy billet, a word of warning, we also guard 500 Khz (instantly followed by millions of B45Bs).

We have not been forgotten though for the FCO, Cdr Dickinson, paid us a visit in May, we

hope he found the trip 'enlightening' and wonder if he enjoyed his lunch at the industrial site! As stated we have nothing to do, but there is a UK ship-shore termination installed so with any luck we might get it flashed up in the hazy future and communicate with some poor unsuspecting ship, any volunteers please???

The island is in the throes of heavy construction work and only a third of it is left in its natural state, the boss Lt-Cdr Canter, who is NLO/BRITREP here, still finds time, on his own mark you, to keep it tidy, cut the grass, etc. It makes Percy Thrower's attempts look like the work of a novice. His slave (if and when he can catch him) is RPO Dave (poor old Leeds) Richardson — *ex-Cochrane*, who is known to the Americans as Royal Richard, at present he's looking for a second-hand throne/crown. The gang, Yorkey Oakley, Dave Jellicoe, Fred (is it free) Bickford and Mick Burke stokers all, the last name gives them away, Ben Bonner, Steve Quincey, Don Lamond and Alex McGrath are the REMs and our very own Yarpy, Baldy Mich Mundell the ultimate in LOEMs.

Radio Mafo is owned by LRO Jock Gillespie — *ex-Warrior* who misses the Pernod, Woods, scrumpy and WRAFS in that order. RO1 Tansy Leigh — *ex-Ganges, Mercury, Bermuda*, etc, and who insists he had a ship but can't remember when or why. The latest addition on the beer boat is RO1 Fitz Fitzgerald — *ex-Mercury* who ruined his arrival by ditching numerous ladies, undergarments at Utapoa air base, Thailand, because he felt 'embarrassed' when they searched him.

Mercury WRNS NB: Please send out the duplicates for our fancy dress ball. We wish all the best to RO2 Joe Hooks who flew home ill, and RO2 Allan Duligall now a civvy. So TARA for now and if you hear 'NKW' on 500 Khz lads, it's only the Brits testing transmitters and trying to remember our morse, so don't panic. CUL.

HM S/M WARSPITE

By LRO(W) A. R. Ingham

'Long time no hear' you might say, and you'd be well justified in saying it. However, here at last. There aren't many articles from the world of submariners, so here's hoping that we start a new trend.

Although still in dock at Chatham (the buzz is that *Pembroke* will be using us for extra accommodation) a target date for us departing for the seven (at the last count) seas, has finally been reached. They say November '73 but if past experience is anything to go by, you may not be far wrong by inserting '74. Having been here since '71, who's complaining?

In the near future the department will be visiting the home of all good submariners, HMS *Dolphin* to re-acustom ourselves to the world of DITS and DAHS, and whatever else they decide

to baffle us with. Heard the buzz that this thing called AT is supposed to be good. Still, we shall soon find out.

After months of sloping shoulders by the ward-room, we have finally found a Divisional Officer who wants to know us! Lt David Foster assumed the job three months ago, and having spent so much time as our DO seems to be setting something of a record. Have we spoken too soon?? RS Alex Menzies is still with us, but LRO(G) Jamieson has finally cracked and returned to General Service. Other non-combatants are RO2(G) Bob Spurling, and RO2(G) Terry Bojas, who shall be civilians before we eventually commission. Representatives of the (W) (not known as Gollies on here) world, and I might add, adding a bit of class to the department, are LRO(W) Jan Peters and the author. Did I hear someone mutter the word BIAS.

Well I suppose that just about brings our little dit to an end. One last point though. As the reader will no doubt notice, our complement is diminishing somewhat rapidly. So if you fancy an extra 98p a day, a legal excuse for having BO, and the uncertainty of not knowing, when on earth you shall see your family again — what are you waiting for — get a request form in. We all make mistakes.

RAILWAY HOTEL

PETERSFIELD

UNDER NEW TENANCY

BLODWEN & TED TRIBE

welcome old and new customers

YOUR EXCLUSIVE

SPRITE EUROPA
ECCLES FAIRHOLME
SPECIALIST DEALER



Genuine After Sales Service
Towbar Specialists
Accessory Shop
Generous P/E Allowances
Price Concession to HM Forces



HORNDEAN CARAVAN CENTRE LTD.
113 London Road, Horndean, Hants. PO8 0BS
Tel. Horndean 3025

GOING THE ROUNDS IN MERCURY

Training Commander and 2i/c — Commander H. Dickens
Support Commander — Commander R. C. Smith
Commander Training Support — Instructor Commander P. Jewell

Staff

CBO Mr W. C. Bugg	KI Lt-Cdr W. M. Caswell	SOTO Lt-Cdr. T. S. R. Crozier
G1 Lt-Cdr N. J. Allcock	MACO Lt-Cdr P. A. Lennon	T1 Lt-Cdr D. Dobson
GM1 Lieut T. Pratt	O1 Lt-Cdr B. Johnston, CF	TPO Lieut M. Nugent
IDO Mr S. J. Higgs	SA(FT) Lieut C. S. Collins	TRO Mr H. F. Lehmann
	SORT Lt-Cdr C. W. Williams	W1 Lt-Cdr T. B. Mitford
	SOTAC Lt-Cdr B. Burns	

OUR GARDENS

By the Editor

Many people, including one of our former Commanders, have praised the beautiful appearance of our gardens and noted that this has been achieved despite the upheavals caused by the building programme.

All Communicators in HMS *Mercury* would, I am sure, wish to thank all our gardeners for their splendid work, in particular Mr Cox who did not allow a two months' absence in hospital to deter him, and to Mr Glover who supervised in Mr Cox's absence.

Thank you very much Arthur and Vic.

And a special thanks to our Barrackmaster, Lt-Cdr D. Graham who has been described as 'the pillar of the Establishment' — thank you Duncan.

THE FLEET CHIEF PETTY OFFICERS AND CHIEF PETTY OFFICERS' MESS

The President: T. C. W. Hankey, FCCY

Vice-President: B. H. Fouracre, FCCY

Mess Manager: A. D. J. Cockett, CRS

Mess Secretary: J. Hilder, CRS

Mess Committee: B. Adlam, CME(M), J. Leppard, CRS(W), J. Howieson, CRS(W)

Entertainments Committee: P. Shuttlewood, CRS, J. G. T. Doherty, S/Sgt. (YOS), B. M. Madden, CCY, K. Allen, RMech!

Whilst I did amend my copy of the mess managers management guide I failed to amend his, so I'm in the chair to bring you up to date with the Mess news. First, the social scene. A full calendar this term, starting with a visit by the HMS *Kelly* Association for lunch and tour. The return is planned for the HMS *Kelly* Reunion dinner in September. We followed up as hosts to a visit by a Swedish naval squadron and as host establishment we entertained their senior rates. This was a combined mess and Petty Officers' Mess effort and very successful. We have progressed through the term via cinema evenings and country and western to the major event 'Ladies Night' which consolidated last year's huge success.



About mid-term the Mess hosted the team chiefs of the NATO Competition.

Faces change as you can see from the drafting article, so much so that as this appears I will be resident on *Ark Royal* and FCCY Terry Hankey will be in the chair. On behalf of the Mess I feel obliged to support Mr Dennis Alderson in his comments in the Easter edition. What about articles from the remainder of the establishment. Why not a query corner? What happened to 'Searchlight'? To help on controversial subjects I would offer an item worth comment 'The Combined Mess for Senior Rates'. Is it a valid proposition?

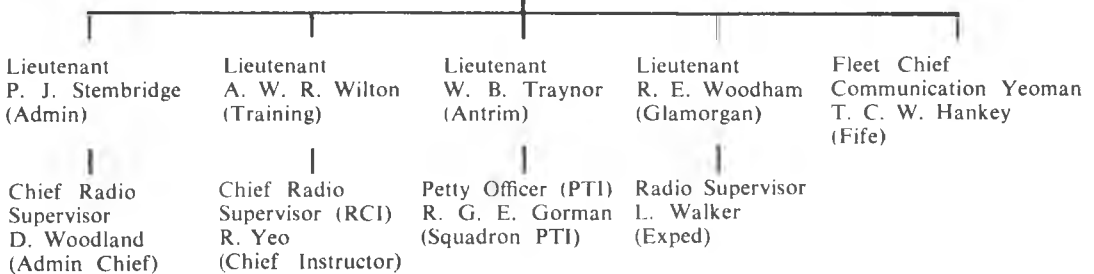
In closing I would like to say Thank You to all members ex and present in the mess for your support; you made the President's appointment a pleasant one. I look forward to seeing you all at the Combined Mess/RNCCA Cocktail Party on July 28, and the annual get together on September 8.

IN AND AROUND KELLY SQUADRON

By Lt Stembridge

K1

Lieutenant Commander W. M. Caswell



As will be seen in the above, we have a new K1, Lt-Cdr Caswell, whom we welcome to the Squadron. To Lt-Cdr Provost, our former K1, we send our thanks and best wishes in his fine appointment as SCO to Flag Officer 2nd Flotilla.

Kelly Squadron Open Day 1973

An invitation to all parents and guardians of Kelly Squadron ratings will be sent out in early August to attend an Open Day on Saturday, September 22 in HMS *Mercury*. This will give parents and guardians an opportunity to see the environment in which their lads work and live, and to meet their officers and instructors. WRNS trainees will also hold their Open Day in conjunction with us.

HMS Mercury Brickwoods Field Gun Crew

The annual Brickwoods Field Gun competition took place, probably for the last time in its present

form, on June 18, 1973, at HMS *Excellent*. The *Mercury* crew was, for the second year in succession, made up of Kellys, with one notable exception — RO2 Meadows, who added much enthusiasm and drive to the crew. For the second year Lieut Wilton was the Field Gun Officer with CRS(W) 'Freddie' Fox the Trainer, and RS(W) 'Ken' Aseltine (known affectionately as ASELFLEET) our No 1 Trainer. We were assisted by Lieut R. E. Woodham of Kelly Squadron who hopes to be the Field Gun Officer in 1974. Thirty-eight volunteers came forward in the first stages but some found the training too difficult, others found rising at 0600 Monday to Friday not to their liking and one or two dropped out because they found the training affected their professional work. Eventually we had a crew of 18 and some 10 to 12 spare numbers.

Team spirit is the first priority in a field gun crew and Freddie Fox and Ken Aseltine very quickly moulded the volunteers into a single-



BRICKWOOD'S FIELD GUN CREW. TUG OF WAR TEAM ON KELLY SPORTS DAY.
L to R: JRO Terence Byrne, RO3s William Rodgers, Timothy Lawson, JRO David Reece,
RO3 Alastair Kennedy, JRO John Jones, RO3 Trevor Smith
Included in the background: RO3 Neil Hardy, RO3 Michael Hands, RO3 Keith Cowen,
JRO John Edwards, RO3 James Thorpe, JRO Patrick Shields, JRO William Robertson, JRO
Paul Docherty, LRO 'Lofty' Child

Kelly Squadron Crossing the Line Team

minded unit. This was achieved by mustering at the WRNS Quarters every morning of the cross country run and 'singing' them awake with our own special chant; having the crew accommodated together in St Vincent block; having them all dressed the same (*ie*, sports shirt, No 1 trousers, boots, anklets and no cap); and by excusing them all duties. The 1973 crew achieved excellent results on *Mercury's* track getting their time down to 1 minute 45.2 seconds which beats all known records and cost Lieuts Wilton and Woodham a large amount of ale. On the day of the race we had great expectations but although the crew ran their fastest time ever — 1 minute 42.2 seconds — it was not quite fast enough to qualify for the final.

HMS *Excellent's* parade ground — the venue for the competition — is to be tarmacadamed very shortly and so a new venue is being sought. It looks as if HMS *Collingwood* or *Daedalus* will be asked to provide the venue next year and the competition will be run on grass. HMS *Mercury* will be entering a crew and we will need as many volunteers as possible. It is hard work but great fun (and the Ale is good!).

Loan Draft to HMS Fife

Thirty off-coursemen, accompanied by Instr Lieut J. Griffin and CY D. Jackson, were lent to HMS *Fife* for 10 days in April, joining the ship in Malta. Whilst in Gibraltar they took part in an 'Up the Rock' race competing against juniors from HMS *Collingwood* also under training in HMS *Fife*. The first six home were Communicators, with JRO(T) M. W. Beard (exT36 Class) home first in a creditable time of 23 minutes 48 seconds. The consensus of opinion was 'when can we go again'. A further party will indeed be joining a DLG for a three week cruise in September.

The Hampshire local fetes are now in full swing, and Kelly Squadron have been asked by local organisers, to put on some sort of display for these fetes. The idea appealed to us, and after much discussion and ideas to promote public relations, we decided to put on a display for 'Crossing the Line'. A small sum was obtained from the Captain's Fund to purchase funny hats, and Chippy was very helpful, in making two tripods and a ducking chair. The Squadron's scranbag became useful for once and supplied some of the rigs, except for a 'bra' for Queen Aphrodite (RS Lawler) but fortunately an instructor's wife was more than pleased to assist 'her' in her quest.

Judge Jefferies (CY Prince, later replaced by RS Smith) did a grand job of smashing eggs and pouring bags of flour over the three offenders (JRO Conman, RO3 Critton, and JRO Lambert), and did not forget the two novices (RO3 McLeod and JRO Porter), who were hiding in the crowd but caught by the three trusty bears (RO3 Thomas, RO3 Lloyd and RO3 Stevenitt), and duly initiated. Crew-cut and Sweeny Todd (RO3 Shields and JRO Hill) excelled themselves for once with a paint brush, full of meringue, prepared by the galley, and plastered the offenders with gusto. The two policemen (LRO Clifford and RO3 Jones) acted the part very well indeed, if anyone is short of an RPO, LRO Clifford would make a good substitute. The highlight of the Ceremony was probably when King Neptune (RO3 Cowan) called for Capt Bligh (CY Lisher, and later RS Cheshire) and, after charging him with stopping the Tot, applied the initiating and ducking drills with great enthusiasm.



Some of our Cyclists
Left to right: Gibson,
Denny, Rose, Collins, White

Sports Report

We now have 10 nearly sailor-proof bicycles for use at weekends and in the evenings. The accident rate to date, not including punctures, is one buckled wheel and one broken collar bone.

The Squadron entered two local cricket KO competitions and managed first round victories but were knocked out in the second round. The PTSO thinks one of the teams was called Hampshire as they beat one of our teams by 10 wickets.

The Squadron's Sports Day was well organised by the PTSO and his staff, including the weather. The final result was a win for Antrim 130 points (guess who the DO is?), Fife 119 and Glamorgan 90.

Our swimming bath, as many of you will know, is in the process of being covered in and heated, so the swimming gala was held in HMS *Dryad's* bath. The result was a good win by Glamorgan with 50 points, Antrim 18, and Fife 13.

The Signal School has been well represented during the term by Kellys in all sporting activities. To try and single out personalities is an impossible task as all competitors have done well and given their best.

A fair number of Kellys have had sailing experience in *Meon Maid III* during the dog watches and at weekends.

Mini-Bus

As no doubt a large number of recent Kellys will remember, we were without our mini-bus for much of the Summer Term which restricted expeds and end-of-course runs. With the assistance of the Nuffield Trust Fund a new mini-bus will be in operation by the time this goes to print.

KELLY SQUADRON EXPEDS

By Lt R. E. Woodham

Syllabus Adventure Training is gradually becoming more and more active throughout the Service



Kellys in the New Forest

Left to right: Reed, McCormack, Bookham, Hussey

but Kelly Squadron has had a comprehensive programme running in this field for some time. Each recruitment that completes both Part II and Part III training in HMS *Mercury* will have the experience of living under canvas on at least three separate occasions. Each rating will be capable of plotting his own position on an ordnance survey map and finding his way around with the use of a compass, as well as learning how to take care of himself in open country. So far this term the entire Squadron have lived under canvas. The beginning of the term Antrim Division spent the weekend camping in the New Forest. Glamorgan Division followed at the end of June and the last of the three divisions, Fife, was under canvas at the end of July.

A number of voluntary expeds have taken place visiting the Isle of Wight, Hookway, Potholing in the Chilterns. The old Fareham to Alton railway, a distance of about 25 miles, and the South Downs Trek have been completely covered. On average about 34 Kellys have been each weekend since the beginning of term.

SALES ITEMS

By Lieut A. E. Fields

Many thanks to all those who have bought items of stationery via THE COMMUNICATOR. But due to tremendous demands it has been decided to produce an order form which is enclosed in your copy. Please note the new lines introduced which are of extremely high quality. The lighters, by Ronson, are for the exclusive use of our Branch and are, of course, unique. **BLOCK ORDERS** from ships would help your sales director and will normally be despatched within 48 hours of receipt.

All profits from these items are ploughed back into the funds of your magazine and help to keep the cost of producing it down to an absolute minimum.

COMMUNICATIONS GAZEITE

APPOINTMENTS

EDITORS' 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
ALLEN, D. C.	Lt-Cdr	Mercury as SORT
ASHMORE, E. B.	Admiral	Chief of Naval Staff and First Sea Lord
BARNES, D.	A/Sub-Lt	Hermes
BURCH, J. A.	A/Sub-Lt	Andromeda
CAHILL, M. J.	Lieut	Undaunted
CARR, A. F.	Sub-Lt	Mercury
CARVER, D. J.	Lt-Cdr	Sheffield as Executive Officer
CASE, J. R.	Sub-Lt	Jupiter
CHERRY, D.	Sub-Lt	Seahawk
DAVIS, E.	Lieut	Mercury
DRAKE-WILKES, S.	Lt-Cdr	Intrepid
EDWARDES, J. C.	Sub-Lt	Phoebe
FAULKNER, H. D. Y.	Commander	Collingwood as Executive Officer
FERGUSON, J. McN.	Lt-Cdr	Staff of CINC FLEET as FEWO CINCFLEET
FLINT, R. M. S.	A/Sub-Lt	Sirius
FOOT, L. G.	Lieut	Warrior as Commcen Officer
FREEMANTLE, D. J.	Lt-Cdr	RNLO. RAF College Cranwell
FROST, D. T.	Lt-Cdr	Salisbury as 1st Lieut
FRY, G. E.	Third Officer	Cochrane
GWINNER, M. C.	Commander	Minerva in Command
HABGOOD, A. G.	A/Sub-Lt	Hampshire
HOLLAND, C. R.	Lt-Cdr	Mercury (addl)
JARROLD, I. J.	Lieut	Mercury
KEOGH, R. W.	Commander	DNS as ADNS
KING, P. J.	Lt-Cdr	Britannia
LENNON, P. A.	Lt-Cdr	Mercury as MACO
LEVENE, D. F.	Sub-Lt	Cochrane
LLOYD, B. D.	Lieut	Pembroke
LOCKE, R.	Third Officer	Rooke
LODDER, N. G.	Lt-Cdr	Mercury
LORIMER, A. H.	Commander	Staff of CBNS Washington
MCLEAN, T. B.	Lieut	Tiger
MEAD, A. P.	Third Officer	Reappointed Mercury on marriage as Mrs Hambrook
MUGGERIDGE, M. A. D.	Sub-Lt	Sirius
NUGENT, M. A.	Lieut	Malabar
POMPHREY, A. W.	Sub-Lt	Bacchante
PRINCE, P. C.	Captain	Defence and Naval Attache, The Hague
PROVEST, A. G. M. A.	Lt-Cdr	Staff of FOF2 as SCO
REDMOND, W. D.	Lt-Cdr	Tamar as SCO
ROGERS, M. H.	A/Sub-Lt	Hermes
SAMUEL, C. S.	Lieut	Wotton in command
SANDEMAN, I. S.	Lt-Cdr	Fleet Work course Study
SEARL, B. M.	Lieut	Vernon
SNOW, K. G.	Lieut	Glamorgan
SOMERVILLE-JONES, O. D.	Lt-Cdr	Staff of FOF1 as SCO
STEPHENS, R. J.	A/Sub-Lt	Whitby
TALMA, R. W.	Sub-Lt	Dryad (addl)
VILLIER, R. F.	Sub-Lt	Argonaut
WILLIAMS, C. W.	Lt-Cdr	Hermione as 1st Lieut
WILLIAMS, R. M.	Sub-Lt	Mercury
WINGETT, J.	Sub-Lt	Lincoln

CONSULT

CURTISS

& SONS, LTD

FOR YOUR NEXT REMOVAL

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:
PORTSMOUTH - SOUTHSEA - FAREHAM
LONDON - CHATHAM - PLYMOUTH - SOUTHAMPTON
RYDE (ISLE OF WIGHT)

Enquiries to :—
13 CLARENDON ROAD, SOUTHSEA, HANTS Portsmouth 21515/6

Vacancies for Ex-servicemen

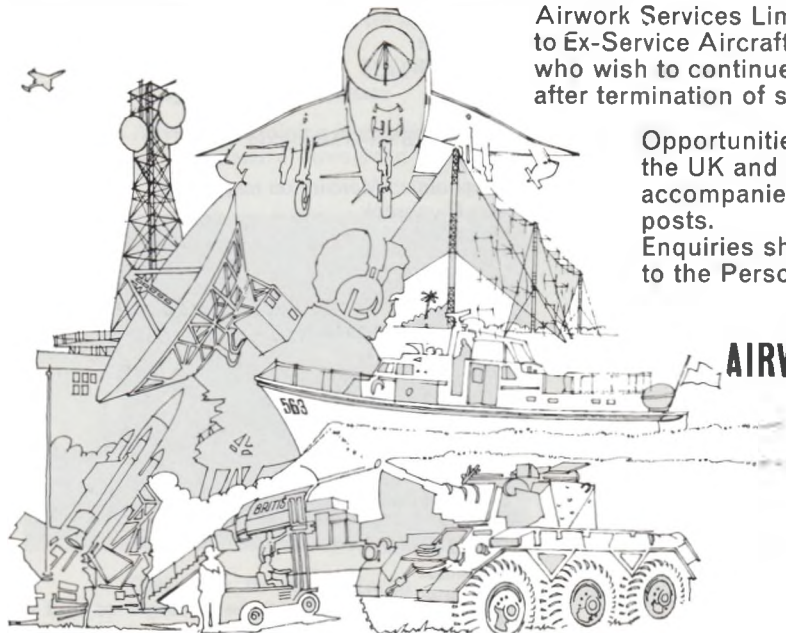
Airwork Services Limited offer employment to Ex-Service Aircraft and Electronic Technicians who wish to continue their trade after termination of service.

Opportunities exist in many parts of the UK and overseas offering accompanied and unaccompanied posts.

Enquiries should be addressed to the Personnel Manager

AIRWORK SERVICES LTD

Bournemouth (Hurn) Airport
Christchurch, Hants
BH23 6EB



PROMOTIONS

To Rear-Admiral: D. A. LORAM (7-7-73)

To Commander: C. G. TRAILL (Prov 31 Dec), M. A. BROOMFIELD (Prov. 31 Dec).

To Lieutenant-Commander: C. W. CRIGHTON, T. B. MITFORD Ph.D, MA., J. T. SANDERS, D. M. A. HOWARD

To Lieutenant: F. BATES, E. DAVIS

To Sub Lieutenant: Radio Supervisor M. J. BEE, Radio Supervisor A. G. HABGOOD, Radio Supervisor (W) D. J. INGHAM, Communication yeoman (TCI) G. J. IVOL, Radio Supervisor A. MILLER, Radio Supervisor N. H. ROGERS, Communication Yeoman J. C. SMITH, Radio Supervisor G. S. WILSON.

To Second Officer: L. S. GRIFFIN, L. M. HERRING

RETIREMENTS

Commander N. F. FAWCETT

Lieut Cmdr D. GUNN

Lieut P. K. JAMES

Lieut Cmdr P. A. CLARK

Lieut W. H. DAVIS

Third Officer K. GORDON-ROE

ADVANCEMENT ROSTERS

List 'A'	Total Points of Top Eligible Man
RS	197
LRO(G)	159
RS(W)	76
LRO(W)	INT (BD 7-5-71)
CY	191
LIST 'B'	
LRO(T)	BD 1-4-71

COMMISSIONING FORECAST

Types of service as follows:

GSS General Sea Service

GSC General Service Commission

HSS Home Sea Service—Accompanied

PS Port Service

<i>Hampshire</i>	..	GM Destroyer, August, Commission at Portsmouth, GSS.
<i>Cleopatra</i>	..	GP Frigate, August, C and M party at Devonport, PS.
<i>Herald</i>	Survey Ship, September, Reduced trials crew at Leith, PS (BLDG).
<i>Salisbury</i>	..	AD Frigate, September, Refit crew at Chatham, PS.
<i>Triumph</i>	..	FMS, September, Refit crew at Portsmouth, PS.
<i>Herald</i>	Survey Ship, December, Trials crew at Chatham, PS (Trials).
<i>Zulu</i>	..	GP Frigate, December, Trials crew at Rosyth, PS.
<i>Penelope</i>	..	GP Frigate, December, C and M party at Devonport, PS.
<i>Tartar</i>	..	GP Frigate, End December, Commission at Portsmouth, GSS Home/WI
<i>Herald</i>	Survey Ship, January, at Chatham, GSS.
<i>Galatea</i>	..	GP Frigate, January, Trials crew at Devonport, PS.
<i>Zulu</i>	..	GP Frigate, February, Commission at Rosyth, GSS.
<i>Triumph</i>	..	FMS, February, Trials crew at Portsmouth, PS.
<i>Galatea</i>	..	GP Frigate, Commission at Devonport, GSS Home/E of Suez.

*Whenever you're stationed at HMS Mercury
remember . . .*

(24
HOUR
SERVICE)

NIXTAX

(STATIONS
PORTS
AIRPORTS)

TAXIS

*J. W. Martin - Proprietor
7 White Dirt Lane
Catherington, Hants PO8 0NB*

**HORNDEAN
2070**

**WATERLOOVILLE
53203**

DAUFMAN

**TAILORS AND OUTFITTERS TO THE
ROYAL NAVY FOR OVER 50 YEARS**

H.M.S. "MERCURY" SHOP

(Manager: Mr. A. C. Waterman)

Naval Allotment and other Credit facilities available

Head Office:

20 QUEEN ST., PORTSMOUTH

Telephone: PORTSMOUTH 22830

Members of the Interport Naval Traders Association

DRAFTING

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

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

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
ABEL R.	RS(W)	Mercury	CAMPBELL D.	RO2(W)	Norfolk	ELSTON D. S.	LRO(G)	Mercury
ALLEN M. J.	RO2(W)	Phoebe	CAFEBELL W.	RO2(T)	Charybdis	EMBERTON L. J.	RS	Torquay
AMBLER I.	JRO(W)	Sirius	CARLTON B. A.	RO3(W)	Tiger	EMMERSON T. H.	RO2(T)	Mercury
AMIS C. D.	RO2(G)	Dolphin	CARR P.	RO2(T)	Blake	EVANS D.	RS	Victory
AMOS G. A.	RO3(W)	Sirius	CARSON E. R.	CCY	Mercury	EVERETT J. W.	RS	Drake
ANDERSON R. A.	LRO(G)	Intrepid	CARTHEW G. O.	RO2(G)	Herald	EVES B. G.	LRO(G)	Norfolk
ANDERSON T.	CY	Yarmouth	CARVER M. J.	RO2(G)	Drake	EVES P.	LRO(W)	Mercury
ANDREW R. H.	LRO(G)	Fife	CASSELLS A. B.	JRO(T)	Intrepid			
APPLBY D. A.	RS	Britannia	CHALLINOR M. J.	FCRS	Osprey			
APPLBY I. A.	RO1(G)	Mercury	CHAMPION G. W. J.	RO1(G)	Mercury	FAGAN W. G.	RO2(T)	Fearless
ARNELL A. H.	RO3(T)	Hampshire	CHAMPION L. J.	RO2(G)	Charybdis	FAIRCLOTH P. W.	RS(W)	Mercury
ATKINSON D. S.	JRO(T)	Ashanti	CHAPMAN B. E.	CY	Mercury	FARNES A. J.	CY	Mercury
ATKINSON R. P.	JRO(G)	Blake	CHEER R. D.	RO2(T)	Tamar	FASSUM J. C. F.	LRO(G)	CINC-NAVHOME
AUSTIN D. J.	RO2(W)	Dolphin	CHIDDICKS C. J.	LRO(W)	Mercury	FERGUSON-SMITH I. R.	RO2(W)	Neptune
			CHISLETT R.	RO2(G)	Resolution	FINLAY A.	JRO(G)	Devonshire
			CLARK D. C.	LRO(G)	Brighton	FISHER D.	LRO(W)	Mercury
			CLARKE B. F.	LRO(G)	Andromeda	FISHER T.	RS	Mercury
BAGNALL P.	RS	Victory	CLARKE J.	CY	Mermaid	FISK R. H. A.	JRO(G)	Blake
BAKER C. B.	RO2(G)	Mauritius	CLARKSON A. D.	RO2(G)	Dolphin	FITZGERALD T. A.	RO1(G)	Diego Garcia
BAKER C. B.	JRO(G)	Hampshire	CLEMENTS G. P.	RO2(W)	Grenville	FLANAGAN S. P.	JRO(W)	Fife
BAKER D. I.	RO1(T)	Dolphin	CLEMENTS J. N.	RS	Rooke	FLINTHAM B. J.	LRO(T)	Gurkha
BAKER R.	CCY	Afcent	CLIPSON D.	RO2(G)	Salisbury	FLYNN V. A. H.	RS	Mercury
BALLISTER I.	CCY	Warrior	COLBOURNE A. F. J.	CRS(W)	Kent	FOOTE P.	JRO(G)	Apollo
BARNETT K. T.	RO2(W)	Lincoln	COLE S. F.	RO3(T)	Hermione	FORD M. A.	CCY	Undaunted
BARRICK P. V.	CRS(W)	Lincoln	COLEMAN G. L.	JRO(G)	Keppel	FOSTER G. A.	RO2(G)	Iveston
BARRIE E. A.	RO2(W)	Revenge	COLLINS B.	LRO(W)	Mercury	FOSTER P. A.	LRO(W)	Eskimo
BARRY D. M.	LRO(W)	Mercury	COLMAN P. A.	JRO(W)	Apollo	FOSTER R. R.	FCCY	Mercury
BARTRAM P. J.	RO2(T)	Devonshire	COLMER D. S.	RO1(W)	Mercury	FOUNTAIN S. D. J.	RO2(W)	Norfolk
BATCHELL B. M.	RO2(G)	Tamar	COLMER J. D.	RS	Mercury	FOWLER D. M.	RO2(T)	Mercury
BATEMAN J. C.	RS(W)	Mercury	CONEY I. J.	RS	Rhyl	FOX J. J.	CRS(W)	Ajax
BEARCOCK K.	RS(W)	Rooke	CONGDON M. J.	RO2(G)	Drake	FRATER A. R.	RO3(G)	Bristol
BEARD M. W.	JRO(T)	Lynx	CONLAY P. A.	RO2(G)	Mercury	FRICKER D. J.	RS	Jaguar
BEECH J. A.	RO3(T)	Fife	COOPER J. A.	RO2(T)	Plymouth	FROOM P. E.	RO2(T)	Mercury
BRECHAM M. J.	LRO(G)	Exmouth	CORNFOUR S. J.	RO1(G)	Britannia			
BEER P. R.	RS(W)	Mercury	CORNISH P.	RO2(T)	Glamorgan			
BEESEY D.	CRS	Healey CTCe	COTTON G. CR	CRS(W)	Mercury	GAIR K.	RS	Juno
BELCHER P. A.	CRS(W)	GCHQ	CRABBE P.	RO2(G)	Rooke	GAIRN A. A.	JRO(G)	Tiger
			CRAFT D. J.	LRO(W)	Diomede	GALLAGHER M. J.	RO3(G)	Mohawk
BENNETT A. C.	RO1(G)	Llandaff	CROSSLEY D. W.	JRO(T)	Mermaid	GALLAGHER T.	RO2(T)	Ajax
BEREFORD R.	RO2(G)	Devonshire	CROUCHER R. F.	LRO(T)	Glamorgan	GARD M. C.	RO2(G)	Dolphin
BERKELEY M. P. G.	RO2(T)	Victory	CROXALL D. A.	LRO(W)	Mercury	GARDINER T. L.	RO1(G)	Mercury
BERKSHIRE S. J.	LRO(W)	Hermione	CULLEN J. M.	RO2(G)	Fearless	GAUGHAN M.	CCY	Mercury
BEERY A. D.	RS	Brighton	CULLEN R. T. J.	JRO(T)	Undaunted	GEORGE D. J.	RO1(G)	Fearless
BERRY P. J.	LRO(T)	Bulwark	CURRIE P. W.	LRO(W)	Mercury	GIBBS B. J.	RO2(T)	Norfolk
BETTS R. G.	LRO(G)	Whitehall	CURTIS A. T.	RO2(G)	Diego Garcia	GIBSON D. M.	RO2(T)	Mercury
BIRCH A. D.	RO2(G)	Minerva	CUTTLE K.	RO2(G)	Mercury	GIBSON M. J.	RO3(W)	Norfolk
BLOMELEY I. F.	RO3(T)	Bacchante				GIBSON R. G.	RO2(G)	Blake
BOLT W. G.	RO2(G)	Bacchante	DALBY A.	CCY	Mercury	GILBERT E. H.	FCCY	Galatea
BOOTH D. J.	RO2(G)	Kent	DAVIES A. C.	RO1(G)	Mercury	GIRVAN J. R. H.	RO2(G)	Ajax
BOURNE M. R.	RO3(G)	Mermaid	DAVIES A. L.	JRO(G)	Blake	GOLDFINGH D. T.	LRO(W)	Fife
BOYLAND R. J.	JRO(G)	Antrim	DAVIES M. W.	RO2(W)	Eskimo	GOLDSWORTHY	RO1(T)	Nubian
BRADLEY J. A.	FCRS	Mercury	DAVIES R.	JRO(G)	Undaunted	GOODBODY P. J.	LRO(T)	Devonshire
BRAY C. A.	JRO(G)	Dido	DAVIS A.	JRO(G)	Hermes	GOODIER A. J.	JRO(T)	Bulwark
BRAZIER K. A.	RS	Falmouth	DAVIS J. F.	LRO(G)	Neptune	GOODMAN D. L.	RO3(G)	Mercury
BRENNAN C. A.	RO1(W)	Grenville	DAY B. J.	JRO(W)	Leander	GORDON D. A.	JRO(W)	Achilles
BRENNAN N. P.	RO2(T)	Eskimo	DAYKIN P. M.	RO1(G)	Mercury	GORE A.	CCY	Tiger
BRIGHT M.	RO3(G)	Achilles	DEAN D.	CRS(W)	Fife	GOUDY A. H.	LRO(W)	Grenville
BRISLANE N. W.	JRO(T)	Blake	DELVE P. E.	RO1(G)	Neptune	GOULD M.	LRO(W)	Mercury
BROOK R.	RS(W)	Mercury	DEMAIN-STONE D. J.	RO2(T)	Mercury	GRACE S. E.	RO2(G)	Cochrane
BROOK R. W.	JRO(W)	Hermione	DEMPSEY P. J.	JRO(G)	Blake	GRANGER N.	RO2(G)	Andromeda
BROOKER T.	JRO(T)	Mermaid	DENNING K. L.	CY	Tangmere	GRAY J. P.	LRO(G)	Tamar
BROOKES S. M.	RO3(G)	Norfolk	DICKSON J. C.	RO2(G)	Mercury	GRAY R.	LRO(T)	Ark Royal
BROOKS G. C.	CCY	Mercury	DIESTILER C. P.	CY	Achilles	GREEN A. I.	JRO(T)	Bulwark
BROUGHTON A. M.	RO1(W)	Charybdis	DINGVEAN S. B.	JRO(G)	Lynx	GREEN A. R.	LRO(G)	Mercury
BROWN J. A.	LRO(W)	Gurkha	DOAK T.	LRO(T)	Londonderry	GREEN J.	RO2(W)	Mohawk
BROWN M. D.	JRO(G)	Exmouth	DONOGHUE D. G.	RO2(G)	Gavinton	GROGAN O. R.	JRO(G)	Fife
BROWN T.	LRO(W)	Dolphin	DOUST J. W.	RO2(W)	Juno			
BROWNE K. P.	JRO(T)	Mercury	DREW D. J.	RS(W)	FOST			
BROWNSTONE R. J.	CRS	Mercury	DREW L. K.	LRO(W)	Victory	HACKETT D. J.	JRO(W)	Apollo
BRUCE R. P.	JRO(G)	Achilles	DRISCOLL D.	CRS	Hermione	HALLS D.	LRO(W)	Mercury
BRYAN T. W.	RO2(G)	Bulwark	DUFFY B.	LRO(G)	Hermes	HALLS P. A.	RO2(G)	Mercury
BUCKINGHAM K. R.	RO2(G)	Amazon	DUNNAGE J. W.	RO2(W)	Mercury	HALL J. R.	LRO(W)	Whitehall
BUCKNALL G. W.	JRO(G)	Hydra	DUNNINGHAM W. J.	LRO(G)	CINC-NAVHOME	HALLIHAN D. A.	CRS	Mercury
BURGESS A. J.	JRO(G)	Berwick	DURRANS R.	RO2(W)	Neptune	HANSON N. B.	RO2(W)	Bacchante
BURKS L. G.	RS	Whitehall	DYER M. B.	RO2(G)	Intrepid	HAMIL D. E.	RO1(G)	Hampshire
BURNHAM C. I.	RO2(G)	Charybdis				HAMILTON D.	JRO(W)	Diomede
BURRET L. W.	LRO(G)	Mercury	EADY M. D.	RO3(T)	Blake	HAMMONDS M.	JRO(G)	Fife
BURKE H.	RO1(T)	CINC-FLEET	EDWARDS R. G.	RS	Intrepid	HARDCASTLE G. F.	LRO(G)	Falmouth
BURWOOD D. L.	RO1(G)	Britannia	ELLIOT G. J.	LRO(S)	Tangmere	HARDY B. J.	JRO(G)	Fife
BUSCALL S.	JRO(T)	Brighton	ELLIS A.	RO2(T)	Whitehall	HARDY B. L.	RO2(G)	Bristol
BUSH B. D.	LRO(G)	Resolution				HARDY G. T.	CRS	Mercury
BUSHEL R. J.	LRO(G)	Britannia						
BUTLER A. B.	CY	Ariadne						

OPERATORS: LEAVING THE NAVY SOON . . . ?

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

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

Call, write, phone
or Telex:

LUDGATE HOUSE
110 Fleet Street, London, E.C.4
Phone: 01-353 3611 Telex: 22877

KINGSLAND HOUSE
124 Regent Street, London, W.1
Phone: 01-734 0365 Telex: 23452

PEEK HOUSE
20 Eastcheap, London, E.C.3
Phone: 01-626 0601 Telex: 885220

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

OAKLEYS

MAIN



DEALER

Petersfield. Tel 2151

- ★ Home and Export Sales
- ★ Self Drive Hire
- ★ A1 Guaranteed Used Cars

To: **OAKLEYS LTD, LAVANT STREET,
PETERSFIELD, HANTS**

Please send me details of your Personal Export Scheme/Self Drive Hire (*delete as applicable*)

Type of car required.....

Country of use (Personal Export).....

Rank and Name.....

Address

.....

.....

.....

T H E S Q U A R E B R E W E R Y

B R E W E R Y

T H E S Q U A R E B R E W E R Y

THE SQUARE BREWERY

Peter & Celia Stevens

T H E S Q U A R E B R E W E R Y

GOOD GALES ALES

THE SQUARE, PETERSFIELD

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
HARFIELD D. C.	LRO(W)	Scylla	LEHANE J.	LRO(G)	Hecate	O'HALLORAN J. C.	RS(W)	Mercury
HARLAND S. P.	JRO(T)	Ashanti	LEIGH J.	LRO(G)	Lincoln	O'SHEA P.	RO2(T)	Blake
HARRIS D. W.	LRO(T)	CINC-	LEPPARD J.	CRS(W)	Mercury	OSTRIDGE C. I.	JRO(G)	Intrepid
		FLEET	LINES P. A.	RO2(G)	Lincoln	OXTOBY A. P.	LRO(W)	Sovereign
HARRISS R. S.	CRS	CiINC-	LITSON C. R.	LRO(G)	Mercury			
		FLEET	LITTLEFIELD J. A.	RS	Mercury			
HARRISON B. G.	LRO(T)	Mercury	LOCKHART P. A.	JRO(W)	Llandaff	PAGE R. P.	RO2(W)	Mercury
HARRISON D. R.	RO3(W)	Hampshire	LONG I. M.	RO2(T)	Berwick	PALMER G. A.	RO3(G)	Hermione
HARTLEY S.	LRO(G)	Mercury	LONG R.	LRO(T)	Mercury	PARISH P. J.	RO1(G)	Enterprise
HARTSHORN M. J.	RO3(G)	Brighton	LOUTH D. M.	RO2(G)	Hampshire	PARKER R. M.	LRO(G)	Mercury
HARVEY R. H.	LRO(G)	CTF 345	LOWMAN S.	LRO(G)	FO Medway	PARKER T.	JRO(G)	Keppel
HAYES D. C.	RO2(W)	Victory	LUDGATE P. J.	RO3(G)	Mercury	PARKINSON E.	RO1(G)	Mercury
HEAD R. J. A.	LRO(T)	Kent	LYNN J. P. S.	RO2	Dolphin	PARRY R. D.	CY	Mercury
HEIGHTON T.	RO2(T)	Bacchante	LYONS B.	RO2(G)	Warspite	PATTERSON F. B.	RS(W)	Ark Royal
HEALEY A. J.	RO2(T)	Scylla	LYONH H. J.	RO2(T)	Intrepid	PAUL N. G.	CY	Lochinvar
HEATHER S. G.	LRO(T)	Norfolk				PAVIER B. I.	LRO(T)	Charybdis
HICKS B. R.	RO1(G)	Ark Royal				PAYNE M. S.	LRO(G)	Osprey
HIGGS R. J.	RO3(T)	Penelope	MACDONALD E. D.	JRO(T)	Fife	PENNINGTON K.	RO2(T)	Mercury
HILL A. J.	LRO(T)	Andromeda	MACKAY I.	RO1(W)	Eskimo	PENROSE R.	LRO(G)	Reclaim
HILL P. N.	JRO(G)	Hardy	MACKENZIE J. R.	JRO(G)	Keppel	PERCIVAL M. A.	JRO(G)	Hampshire
HILL T. C.	LRO(G)	Devonshire	MADDISON M. J.	RS	Mercury	PETERS D. A.	FCRS	GCHQ
HILL W.	RO2(G)	Biddeston	MAHY D.	RS	Mercury	PETERS G. R.	LRO(W)	Mercury
HITCHEN D. R.	LRO(G)	Renown	MAILES R. A.	LRO(G)	Mercury	PETERS P. D.	RO3(G)	Blake
HODGKINSON K. J.	RO2(G)	Hecate	MAINS C.	RO2(G)	Hampshire	PHILBEY G. T.	RO2(G)	Diomedes
HODGKINSON T. G. E.	JRO(W)	Minerva	MANN G.	JRO(T)	Chichester	PHILLIPS C.	CY	St. George
HODGSON B. I.	JRO(W)	Hampshire	MANN P.	CRS(W)	Mercury	PICKERING D. E.	RS	Phoebe
HOGGEN C. E. J.	LRO(G)	Opossum	MANSFIELD P. W.	RO2(G)	Mercury	PICKTHALL R. C.	RO3(T)	Eskimo
HOLMWOOD E. J.	RO2(G)	Norfolk	MARKS W.	LRO(G)	Diomedes	PILBURY J.	JRO(T)	Mermaid
HOOD B.	RS(W)	Mercury	MARRIS R. C.	RO2(T)	Phoebe	PIPER G. A.	RO2(G)	Mercury
HORNABROOK G. T.	JRO(G)	Glamorgan	MARSTON N. J.	LRO(T)	Undaunted	PLATT R. W.	RO2(G)	Hecate
HORNE P.	RO2(G)	Abdiel	MARTIN I. L.	RO2(G)	Bacchante	PLUMB G. R.	LRO(T)	Mohawk
HOULING S. S.	RO2(G)	Bossington	MARTIN J. A. T.	LRO(G)	Fearless	PLUMB S. K.	LRO(T)	Rhyl
HOUSTON B. C.	RO2(G)	Eskimo	MARTIN M. C.	JRO(G)	Keppel	POLLOCK G.	JRO(G)	Mermaid
HOWARD B. V. C.	RS	Mercury	MARTIN R. T.	CY	Dryad	POPE M.	RO3(W)	Plymouth
HOWARD I. V.	CY	Mercury	MARTINDALE P. T.	RO3(W)	Kent	POPE S. A.	JRO(G)	Phoebe
HOWE C. A.	JRO(W)	Hampshire	MATHEWS R. J.	JRO(T)	Sirius	POSTON R.	LRO(T)	Mercury
HOWELL C. J.	CY	Mercury	MATHEWSON A.	RO2(T)	Mercury	POULTON R. M.	LRO(T)	Juno
HOWELL C. R.	RO2(T)	Ganges	MAYALL C. S.	LRO(W)	Whitehall	POWELL J. C.	JRO(T)	Scylla
HOWELL R. W.	RO3(W)	Ajax	MAYLAND P.	LRO(G)	Mercury	PREST D. F.	JRO(T)	Hampshire
HOWELLS R. D.	RO3(W)	Mercury	MAYS J. P.	LRO(G)	Mercury	PRICE G. C.	RO2(G)	Mercury
HUGHES J. W.	CRS	Ajax			Mombasa	PRICE J. H.	RO2(G)	Mercury
HUMPHREY C. P.	RO2(T)	Charybdis	MCCARTHY E.	FCRS	Mercury	PRIESTLEY G. J.	JRO(T)	Hermione
HUMPHREYS A.	RO1(G)	Jaguar	MCDONALD J. C.	JRO(W)	Hermione	PURDIE M. J.	RO1(G)	Neptune
HUNTER J. H. J.	RO1(G)	CINC-	McFETRIDGE J.	RO2(G)	Mercury	PURNELL J.	RS	Mercury
		EASTLANT	MCGLENNAN R. F.	RO1(G)	Neptune			
HUNTINGFORD C.	RO2(G)	Devonshire	MCGOLDRICK J. K.	LRO(G)	Scylla			
HUTCHINS F. M.	RS	Mohawk	McHALE R.	LRO(T)	Abdiel	QUINN M. J.	LRO(T)	Mercury
HUTCHINSON K.	CRS(W)	Sultan	McISAAC I. R.	LRO(W)	Norfolk	QUINNELL K. R. A.	RS	Mauritius
			McKEE R. T.	RO2(G)	Mercury			
			McKEE W.	RO2(G)	Juno			
IBBOTSON J. S.	JRO(W)	Hermione	McKEEVOR M.	LRO(G)	Ark Royal	RACE N. K.	RO3(W)	Jupiter
IRWIN-SINGER J.	RO2(W)	Grenville	McKENZIE P. J.	RO3(T)	Mermaid	RALPH A.	JRO(T)	Hampshire
			McMAHON M.	LRO(T)	Charybdis	RAPLEY J. F.	JRO(G)	Brighton
JAMESON K.	RO3(G)	Fearless	MCCAUGHTON P. W.	JRO(T)	Llandaff	READ B. J.	LRO(G)	Mercury
JARMAN T.	RO1(W)	Eskimo	MELIA J. T.	CRS	Mercury	RICE N.	LRO(W)	Dryad
JAYES R.	LRO(W)	Mercury	MELDRUM A. C.	CRS	Mercury	RICHARDS D. N.	RO2(G)	Mercury
JEMMETT C. J.	JRO(G)	Keppel	MELLOWS C. H.	JRO(T)	Devonshire	RICHARDSON C. R.	LRO(G)	Hampshire
JERMYN B.	JRO(G)	Diomedes	MICHAELSON A.	RO3(G)	Hardy	RICHARDSON K.	LRO(W)	Fife
JOHNSON C.	JRO(W)	Apollo	MIDDLETON A. J.	RO3(W)	Diomedes	RICHMOND L.	RO2(G)	Mercury
JOHNSON J. S.	RO3(G)	Devonshire	MIDDLETON D. J.	RO2(G)	Scylla	RICKEYS M. A.	JRO(W)	Hampshire
JOHNSONE M. C.	JRO(W)	Gurkha	MILLAR I.	JRO(T)	Hampshire	RICKWOOD C. J.	LRO(T)	Hardy
JONES A.	CCY	Vernon	MILNE W.	RS	Herald	RIDLER I. J.	RO2(W)	Mercury
JONES L. A.	RS	Devonshire	MOLONY J. P.	LRO(G)	Mercury	RIDLEY J. C.	RO2(G)	Lochinvar
JONES M. R.	RO2(T)	Mercury	MONGER R. G.	CRS	Charybdis	ROBERTS C. G.	CY	Osprey
JONES W. J. O.	RS	Londonderry	MOORE W. J.	RO1(G)	Neptune	ROBERTS J.	RO3(G)	NAV SOUTH
JORDAN K. P.	RO3(G)	Juno	MOORHOUSE D.	JRO(G)	Keppel	ROBINSON T. K.	RO2(W)	Victory
			MORRISON I. S.	RO2(W)	Mercury	ROBSON A.	JRO(W)	Llandaff
			MORRISON T. M.	RO2(G)	Valiant	ROBSON M.	RO2(T)	Britannia
			MORTON D. S.	CCY	Montrose	ROGERS R.	JRO(W)	Sirius
			MORTON I.	LRO(T)	Bristol	ROGERS R.	RS(W)	Mercury
KAVANAGH K. A.	LRO(T)	Mercury	MULHOLLAND R. W.	JRO(G)	Hampshire	ROSE B. A.	RS(W)	Mercury
KAYE S. M.	JRO(G)	Llandaff	MULLHOLLAND M. J.	LRO(G)	Mauritius	ROSS I. R.	RO1(G)	Mercury
KEENAN A. J.	JRO(W)	Glamorgan	MURPHY D. E. B.	LRO(G)	Mercury	ROSS J.	JRO(G)	Glamorgan
KELL B. M.	LRO(G)	Mercury	MURPHY P.	JRO(W)	Andromeda	ROWE T.	RO1(G)	Fife
KEMP D. R.	LRO(T)	Mercury	MURPHY R. M.	RS(W)	Mercury	ROWLANDS B. R.	RO2(T)	Yarmouth
KILLICK B. L.	LRO(G)	Mercury				ROWNEY R. F.	CRS(W)	RAF
KING R. C.	LRO(W)	Ajax						Thatcham
KING R. J.	JRO(W)	Danae	NASH C.	RO2(T)	Whitby	ROY T. J. P.	RO1(T)	Neptune
KINGTON G. A.	CY	Tiger	NASH M. E.	RS	Tiger	RUDD E. F.	RS	Intrepid
KIRKWOOD S. B.	RO2(W)	Andromeda	NEAME P.	JRO(T)	Mermaid	RUDD T. G.	LRO(T)	Jaguar
KITSON P. W.	JRO(W)	Keppel	NELBOULD L.	CY	Intrepid	RUDDE A.	LRO(G)	CINC-
KNOTT C. D.	RO2(G)	Scylla	NETHERTON C. G.	CRS	Mercury			NAVHOME
KNOPP P. R.	JRO(G)	Sirius	NEWLANDS D.	JRO(G)	Hydra	RUSHEN J. A. N.	RO2(G)	Mercury
			NICE J. C.	RO3(W)	Hardy	RUSSEL A. M.	JRO(T)	Apollo
			NICHOLS P. K.	JRO(G)	Rhyl	RYAN M.	RO2(G)	Neptune
			NICKERSON M. D.	RS	FOST			
LAND J.	LRO(T)	CINC-NAVHOME	NORMAN W. D. R.	RO1(W)	Ajax	SAAGER R. P.	RO1(W)	Londonderry
						SALLNOW D. J.	RO1(W)	Neptune
LANGDON D. S.	LRO(T)	Minerva				SAMPSON T. A.	RO2(G)	Fife
LANGLEY J.	RO1(G)	Ganges	OAKEN K. R.	RO2(T)	Londonderry	SANDALL P. J.	RO3(T)	Llandaff
LANGTON R. H.	JRO(T)	Leander	OAKES R. L.	LRO(G)	Mercury	SAUNTERS P. S.	RO2(W)	Bacchante
LAURIE M. T.	RO2(T)	Ark Royal	O'BRIEN P. J.	RO1(G)	Neptune	SHANAHAN S. J.	JRO(G)	Minerva
LAWN W.	LRO(T)	Glamorgan	O'BYRNE M. J.	JRO(G)	Hampshire	SHAW D. A.	JRO(G)	Keppel
LEE G. D.	RO3(T)	Diomedes						

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
SHEADER T.	RO2(G)	Phoebe	TAYLOR J. L.	RO1(G)	Cochrane	WATTS R. D.	RO2(G)	Charybdis
SHILTON G. P.	RO2(G)	Bossington	TEECE D. W. N.	RO3(W)	Danae	WEATHERSON P.	RO1(T)	Lynx
SHORT W. J.	LRO(T)	Danae	THOMAS A. G.	RS(S)	Cheltenham	WEST N. H.	JRO(G)	Bristol
SHUTER E. W.	RO2(G)	Mercury	THOMAS D. A.	CY	Bulwark	WHEELER N. S.	RO2(T)	Whitehall
SHUTTLEWORTH T. J.	LRO(W)	Jupiter	THOMAS M. A.	JRO(W)	Argonaut	WHITE D.	LRO(T)	Brighton
SIDEBOTTOM T. W.	LRO(G)	Mercury	THOMAS S. H.	RO2(T)	Nubian	WHITE M. C.	JRO(G)	Glamorgan
SIMMONS A. L.	RO2(T)	Mercury	THOMPSON B. J.	JRO(G)	Norfolk	WHITE T. J.	LRO(T)	Glamorgan
SMART J. V. M.	CCY	Fife	THOMPSON D. K.	RO2(T)	Diomedea	WHITEHEAD H. J.	FCCY	Osprey
SMITH D. G.	RO1(G)	Victory	THOMPSON G.	RO2(G)	Mercury	WHITLOCK A. R. D.	JRO(W)	Fife
SMITH J. E.	JRO(G)	Andromeda	THORNE A. R.	RO3(G)	Scylla	WHITTAKER A. W.	LRO(W)	Mercury
SMITH M. C.	LRO(T)	Salisbury	THORNTON I.	RO2(G)	Rorqual	WHITTLE L. J.	LRO(W)	Llandaff
SMITH P.	RO2(G)	Mercury	THORNTON J.	RO2(G)	Diomedea	WHITTON D. G.	CRS	Ocelot
SMITH P. D.	RO2(T)	Blake	THORPE M. C.	JRO(G)	Hampshire	WICKS R. J.	RO2(G)	Orpheus
SMITH P. J.	LRO(G)	Neptune	THORPE P. J.	RO3(G)	Mercury	WIDDOWS K. D.	RO2(T)	Whitehall
SNAITH E. J.	JRO(G)	Hermione	TOMKINSON G. L.	LRO(W)	Yarmouth	WILKINSON K. W.	LRO(G)	Gavington
SORENSEN R. G.	RO2(G)	Ajax	TOOK I. D.	LRO(T)	Bristol	WILLIAMS J. H.	RO3(W)	Mercury
SPARROWHAWKE D.	JRO(T)	Hampshire	TOSH M. I.	JRO(T)	Fife	WILLOUGHBY D. A.	LRO(T)	Bristol
SPROAT P. W.	RO2(G)	Haslar	TOY T. D.	LRO(W)	Ashanti	WILLS M. J. C.	JRO(W)	Danae
STACE W. J.	RO2(W)	Warrior	TOWLE D. C.	RO2(G)	Mercury	WILSON B. M.	LRO(G)	Devonshire
STEELE R. P.	LRO(T)	Mercury	TRAVERS S. F.	JRO(W)	Brighton	WILSON B. R.	RO2(T)	Hermione
STEPHENS I. J.	JRO(W)	Llandaff	TRENELL G.	LRO(T)	Mercury	WILSON M.	LRO(G)	CINC-
STERNE R. G.	RS	Mercury	TRUSCOTT J. W.	JRO(G)	Bulwark			EASTLANT
STEVENITT R.	RO2(G)	Devonshire	TURFFS A. B.	CRS(W)	Jun ^o	WILSON M. J.	RO1(G)	Mercury
STEPHENS R. L. J.	RO3(W)	Blake	TURNBULL A.	RS	Nubian	WILSON W.	RO2(G)	Endurance
STEVENSON D. J.	RO2(G)	Kellington	TURNBULL J. E.	LRO(G)	Charybdis	WILTSHIRE N.	RO2(T)	Laleston
STEWART M.	LRO(G)	Hardy	TURNBULL J. F.	LRO(G)	Mercury	WINCHESTER R. A.	LRO(T)	Ajax
STOREY D.	RO2(G)	Phoebe				WINCHESTER J. J.	LRO(T)	Mercury
STOTT W.	LRO(T)	Jupiter	UNDERWOOD N. P.	FCCY	Mercury	WOOD D.	RO2(T)	Jupiter
STRANGE T. C.	CY	Hardy	UNDERWOOD R. A.	CCY	FO Medway	WOOD D. J.	JRO(T)	Apollo
STRANGE R. W.	LRO(G)	Eskimo	UNWIN K.	LRO(G)	Leopard	WOOD J. I.	CRS(W)	Mercury
STRONG G. A.	RS	Victory				WOOD P. K.	RS(W)	Ariadne
STRUTT W.	JRO(G)	Penelope	VICKERS A. S.	RO2(G)	Devonshire	WOODCOCK E. R.	RO1(G)	Kerkliston
SUDDER T.	LRO(G)	Mercury	VINTON M. J.	JRO(G)	Mermaid	WOODGATE E. G.	LRO(T)	Lewiston
SULLIVAN N. R.	RO2(G)	Britannia				WOODROW G.	JRO(G)	Apollo
SUMMERS G. F.	CY	Jupiter	WADSWORTH G. W.	CRS	AFNORTA	WOKK K. W. J.	JRO(G)	Keppel
SYKES D.	RS	Mercury	WALKER M.	JRO(G)	Llandaff	WORRAL S. R.	RO1(G)	Bilddog
SYMMS L.	RO1(G)	Mauritius	WALKER S. J.	RO2(T)	Plymouth	WORSFOLD J.	LRO(G)	Dolphin
SWEENEY K. P.	LRO(G)	Eskimo	WALMSLEY G.	LRO(W)	Mercury	WOTTON R.	RO2(G)	Valiant
SWEENEY S. C.	JRO(W)	Llandaff	WALSH B. J.	RO2(G)	Andromeda	WRAGG P.	JRO(G)	Andromeda
			WALWORTH R. C.	RO3(T)	Dido	YATES S. J.	RO3(T)	Mercury
TAPPING M. K.	CY	St. Angelo	WARRIOR D.	LRO(T)	Yarmouth	YOUNG D.	RO3(G)	Danae
TARPLEY K.	RS	Fearless	WATT I.	LRO(T)	Mercury	YOUNG R. M. G.	LRO(W)	Cochrane
TATE M. S.	RO3(G)	Bulwark				YOUNG W. J.	JRO(G)	Keppel
TAYLOR A. L.	JRO(T)	Mercury						

Communicators

Excellent opportunities exist for ex-RN Tactical Communicators as Signalmen in the Royal Fleet Auxiliary.

Serve in modern ships under Merchant Navy conditions.

Basic pay is £95 per month, but with overtime, earnings can be up to £150-£160 per month. Foreign Station Allowance is extra.

55 days paid leave after each year's service.

Non-contributory pension and sick-pay schemes.

Further details from:
Careers Officer
Royal Fleet Auxiliary
Empress State Building
London SW6 1TR

ROYAL FLEET AUXILIARY



ARE YOU WORRIED ABOUT THE COLD OUTSIDE?

Maybe this progressive, fast expanding company can help.

We need intelligent, hard working men to train as Financial Managers, capable of advising our clients on overall financial planning requirements. They must be industrious and have a good way with people.

In return we can offer a friendly environment—with many former service personnel—a guaranteed minimum salary, and every chance of a very high income indeed within eighteen months of joining. You will be backed up by one of the best technical departments in the country, excellent sales aids and top quality business leads.

We have offices in the City and West End, and are quickly establishing a national network.

If you think you have the right qualities to become successful with us when you leave the Services, write in confidence to:

J. D. Allen, A.C.A., Sausmarez Carey & Harris Ltd,
419 Oxford Street, London W1R 2HP.



SAUSMAREZ CAREY & HARRIS LIMITED for co-ordinated financial planning

Specialists in Investment, Personal Portfolio Management, Estate Duty and Tax Mitigation, Life Assurance, Mortgages, Loans, Pensions, General Insurance, Overseas Investment and Taxation, Trusts.

Naval supremacy

Redifon's new Naval Radiotelephone equipment is now in Senior Service. Selected by the Royal Navy, the 643 transmitter is the product of private initiative and development. With its companion CJP general-purpose receiver, this new radiotelephone has the vital responsibility of updating medium and long distance communications between British warships of all classes and shore bases.

Despite its big task, the 643 can be operated easily with minimum training. Operators can set rapidly to pre-determined frequencies, search crowded bands or hunt for those elusive coast stations.

Throughout the 1970's the Redifon 643 will play a key naval role; not only for the Royal Navy but also for all the most modern navies throughout the world.

REDIFON

A Member Company of the Redifusion Organisation.



THE QUEEN'S AWARD
TO INDUSTRY
TO REDIFON LIMITED

Redifon Telecommunications Limited
Radio Communications Division
Broomhill Road
London SW18 4JQ
Tel: 01-874 7281

