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THE COMMUNICATOR



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THE COMMUNICATOR

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EDITORIAL

Communication, in its widest sense, has been defined as 'the constant creating of understanding.' I hope that in these days of extensive change the Magazine is living up to its name by explaining to all past and present Communicators some of the reasons for and the details of the changes. As the changes progress and settle the Editor will welcome comment from readers on the 'new order' (critical by all means — but not scurrilous!).

SKYNET II(A)

The Editor would like to thank Rear-Admiral Sir Peter Anson, Bt, CB, who as ACDS (Signals) wrote the interesting article on the launch of Skynet II(A) which was printed in the last edition. Readers will recall that the Admiral wrote that it was hoped that things would be put right in time for the launch of . . .

SKYNET II(B)

Communicators will therefore be pleased to

learn that Skynet II(B) was successfully launched on November 23. The apogee boost motor in the Satellite was fired on November 25 and the Satellite injected into a perfect geostationary orbit. The Satellite will be on station by December 7 when Communication transponders will be switched on and tests carried out. If all the tests are successful the Satellite should be available for operational use by mid-January 1975. Skynet II(B) has a planned life of three years.

NEW EDITOR

Lieutenant R. F. Villier is relieving me as the Editor. It is hoped that he will have a longer stay in the chair, and I wish him every success.

SEASONAL GREETINGS

Finally the Editorial Staff wish all our readers, contributors and advertisers a Merry Christmas and a Happy New Year.

SMOPS

by Commander (CEW)

While the above is now my official title and while I have also been irreverently referred to as the Dean of the Communications and Electronic Warfare Faculty, I am still by habit referred to as the Training Commander within the Signal School.

On October 15, the School of Maritime Operations (SMOPS) was formed and Captain G. I. Pritchard not only took command of HMS *Dryad* but also assumed the duties of the Captain, SMOPS, and Captain A. R. Barnden became his deputy as Captain Operations Training.

So what is SMOPS all about? The skeleton is in DCI(RN) T612/74 and what follows is hoped to put some flesh on the bones of the DCI.

There have been great changes in the last few years in the way we fight our ships and the introduction of the PWO, the Operations Branch and now the SMOPS all follow from these changes. The vastly increased speed and complexity of modern warfare mean that the Captain no longer has time to send for the TAS Officer when a submarine is detected or for the Gunnery Officer when he wants to shoot down an aircraft; he wants an officer already on watch and 'in the picture' who can if necessary take instant action or give him all the immediate advice he needs to fight the ship, hence the PWO. The PWO has to conduct the full orchestra, all the sensors, all the weapons and all the communications, hence the Operations Branch. Similarly if we are to have one Operations Branch, it is logical that there should be one officer, the Captain SMOPS, who co-ordinates all the training of Seaman officers and the Operations Branch rather than the traditional four schools, *Mercury*, *Dryad*, *Excellent* and *Vernon*.

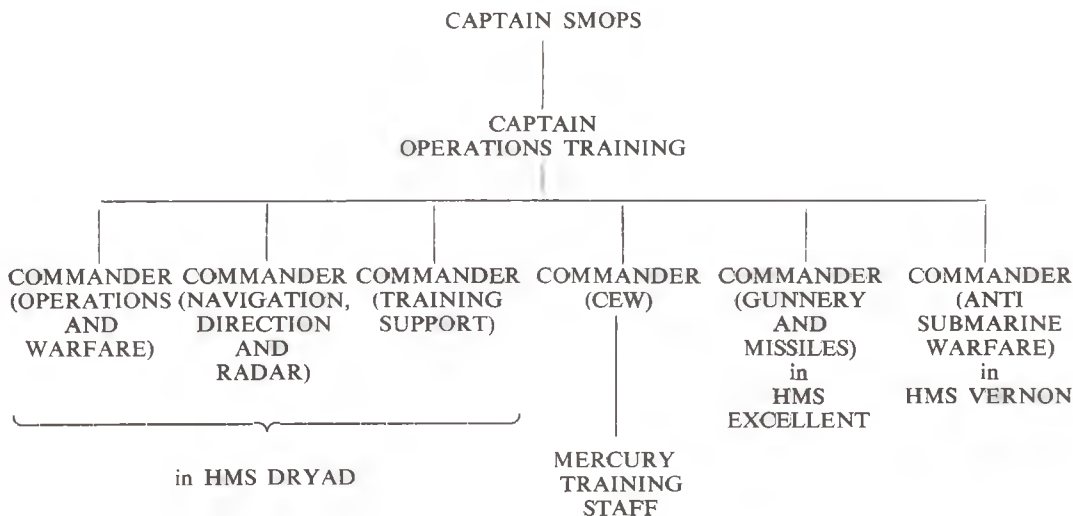
Ultimately it is planned that all Operations Branch training shall be concentrated in *Dryad* and *Mercury*, the latter continuing as the Signal School although all EW training, including the Seaman (EW) will be moved to *Dryad*.

Although the physical moves are still some years off, there was nothing to prevent organisational changes being made now and this is what has been done.

Thus I am now the Head of the Communications and EW Faculty of the SMOPS and responsible to the Captain SMOPS for all the training carried out in *Mercury*. Similarly the Training Commanders of the other schools are responsible to him for Operations Branch training as shown in the diagram.

The SMOPS is obviously still in the early stages of its life but there is already closer working between the four schools involved. So far most of the work has been concentrated on getting the organisation ticking and on officers' training, but I will not go into details.

Where does CSS fit into the picture, you may wonder? Although he no longer has formal responsibility for training in *Mercury*, he remains responsible for providing advice on the career structure and general well-being of officers sub-specialised in communications, that is to say the diminishing group of GL(C) officers, all SD(C) officers and the WRNS (Ce) officers; and of the Communications group of the Operations Branch. He also retains full responsibility for the training and conditions of service of the RO(S) Branch who do not, as you know, form part of the Operations Branch. He is also there whenever I may feel the need for advice or guidance on any Communications matter. He is of course still the Captain of HMS



Mercury with all that that entails.

You will notice that although I have referred throughout this short article to the Communications group of the Operations Branch I have not specifically mentioned the WRNS Communications ratings. Because it would be illogical and inefficient to split the responsibility for the training of the male and female of the species, the training of the WRNS Communicators is also a responsibility of Captain SMOPS.

So you can see that there have been no dramatic overnight changes and that any changes that may come along will be aimed at improved training efficiency in *Mercury* and therefore improved Fleet efficiency which is what the schools are there for.

A.H.D.

RO(SM)—THE SM7A CLASS OF 1974 by Leading Seamen Bungi Williams, Dixie Dean and Les Mussell

In the following article you will read the staff view of the new RO(SM) Branch. Now at last the truth can be told, directly from those who had to undergo perversion—correction—conversion.

We arrived with mixed feelings of anxiety, trepidation, and that mystical phrase “morse at 20 words a minute”. Key word for the course was designated on day 2 as “Ambiguity” which thereafter was to be avoided at all times.

It was fortunate that, as RP2's we had, at some stage had dealings with the Communications Branch and we were able to relate our minimal knowledge to the deeper aspects as they were taught to us.

Without doubt the hardest part of the course is the morse and to all those who think it is easy to learn, a word of warning. Morse is not something a person can learn past the basic symbols. The speed factor is an aptitude—but be not despondent. If we can do it, so can you (however, nobody has said we can do it yet!!).

We would like to take this opportunity of publicly thanking the members of the staff and indeed all communicators who have had the infinite patience to try and impart their knowledge to us. To all those ears that were bent in the Tavern Bar and the Japanese Embassy, thank you.

THINK DEEP—THINK RO(SM)

CRS (SM) Tyson I. W., CRS (SM) Harris J., CCY (TCL) Denning K., RS (G) Allen D.

(Joining soon—RS Carey, RS Rose, RS Sanderson.)

And now—for something completely different . . . It cannot have escaped your notice that the RO(SM) Branch arrives on the scene on New Year's Day 1975. To get the show on the road a small team of Submariners find themselves in *Mercury* endeavouring to organise some of the confusion and understand what this scheme is all about.

This new Branch has much to offer both in advancement, and, with the right training (dare we say it), fitting operational requirements, but, understandably is being greeted in the Submarine world with a feeling of apprehension and concern, maybe even suspicion.

The purpose of the new Branch was explained in DCI S 114/74 and again in STM 48/74. These will be followed shortly by DCI's giving the advancement regulations, the rules for conversion and career courses and provisional examinations. All the guff on training will be in RNCP 15 shortly. We are assured that you will then have most of the info you require.

The one thing that will be difficult to forecast is promotion prospects. It will depend upon many factors but principally the numbers of RP's who join the Branch. We know that the roster lengths in the RO(SM) Branch must be shorter than the G's currently are. With the start of the new year, General service career courses for Submariners are out and the RO(SM) career courses are in. This means that new rosters will then come into force for the RO(SM) rating, it also means that anyone wishing to be placed on an advancement course will have to complete the appropriate conversion course first.

The New Entry JRO (SM) will appear on the scene soon with HMS *Mercury* and HMS *Dolphin* working together to produce the best operator we can in the time allocated. We are told that



these lads will be the main arm of S/M RO manning and all boats will have a steady 'Continuous' flow of them to train up with the objective of having them keep a watch without any supervision. Depending on the class of submarine it seems that this will be achieved with varying degrees of time and restrictions on watchbills.

Some have asked whether they are Submariners or Communicators first and foremost. The answer is 'both' and 'equally both', just as the submarine G ratings are now. The main change for many is that the training for ROSM is now fully submarine orientated, breaking away in many respects from General Service.

The RO(SM) team of instructors are established in a plush (or is it lush) office under the title of RO(SM) GROUP OFFICE which is a sub section of G section *Mercury*. Anyone who wishes to enquire about the RO(SM) Branch may feel free to write or 'phone any of the instructors mentioned above (Tel HMS *Mercury* Ext 316), we will try and enlighten you as best we can but we're afraid that we are fast running out of sympathy cards.

TASK BOOKS

'Delightful task! to rear the tender thought,
To teach the young idea how to shoot'.

James Thomson — 'The Seasons'

Men can't learn to be sailors in a classroom —
Personnel cannot attain their Operational Performance Standard (OPS) in a training environment.

They can learn something about it though —
They can attain a Training Performance Standard (TPS).

And pick up the rest at sea — *And, by a process of On-job Training (OJT), complete the attainment of their OPS.*

So, in the jargon of 'Objective Training', OJT bridges the gap between the TPS and the OPS. Because of the financial and complementing pressures on shore training, this gap is likely to widen — the man going to sea will have more left to learn — and every means of helping him and his instructors must be devised. One aid, which will be available to communicators in the New Year, is the Task Book.

Every Radio Operator leaving HMS *Mercury* or HMS *Dolphin* for his first draft will take with him a version of 'Task Book One' appropriate to his sub-specialisation. This book will provide a complete framework for his on-job training up to the Able Rate. It consists of a list of tasks, described in simple but precise terms, that he must learn or be taught to do and then carry out under operational conditions, to the satisfaction of his superior. On successful completion, each task is 'Signed Off', so that the book provides both the RO and his superior with a handy record of his training progress.

The book must be completed before the Able Rate can be granted.

Training does not stop here, of course, and there are also 'Task Book Two' and 'Task Book Three' which will be part of the mechanism of training for the Leading and Petty Officer rates respectively. Their character is somewhat different, however. Whereas Task Book One is largely practical, these books are based almost entirely on the use of a limited number of readily available communication publications. The topics covered are those involved in the Provisional Examinations, and working through the task books is effectively preparation for these examinations. Since completion of these task books is mandatory, the range of topics and publications has been deliberately restricted so that no-one will be hampered by the nature of his draft.

The above is just an outline. Detailed instructions on the issue and use of task books are given in RNCP 15 (Change 4), and certain aspects of their use feature in amendments to the Advancement Regulations. Guidance will also be given during future senior rates career courses in HMS *Mercury*.

Lastly, it should be said that little is new. Men have always learnt at sea, instructed and supervised by those above them. The task books merely provide a convenient peg on which to hang much of this training and, hopefully, make the organising and recording of it an easier job. If they are to succeed, their purpose must be understood.



THE PLIN IN A
HAY STACK

STANDBY TO WRITE!

by E. Y. C. G.

Earlier this year a signal was run, and re-run twice by request on a RATT Broadcast. It consisted of 1,161 words. The message heading was 1,105 words long leaving 56 words of text instructing holders of a NATO publication to amend, as a temporary correction, an 'R' to an 'L'.

LETTERS TO THE EDITOR

Dear Editor,

I have been reading about the new branch being formed—The Operations Branch. Having read just a few pages about it, I'm just as wise now as I was before I started reading about it. Maybe I'm getting old, as it conveys nothing to me at all. No Instructors? How will the New Entries learn, where will they get their information from, books?? And the rates of pay, dear oh dear. Just after the First World War I was drafted to the China Gunboats. I was a Telegraphist at the time. My Boat was the *Moorhen*, a 180 tonner. We carried a Ship's Company of 17 British and 5 Chinese. I had several jobs to do to keep me occupied. I was Sparker, Bunting Tossler, Captain's Writer, Postman, Tanky, Pusser, Sick Bay Tiffie and Lampie. For performing all those jobs I received the magnificent sum of 6d per day extra on top of my 4 shillings and 3 pence. Sixpence — or two and a half pence now — does not sound much now, yet I could buy a glass of beer, packet of fags and box of matches and get half penny change.

Going back to the *Moorhen*. I had a half KW Marconi transmitter and Crystal Receiver. If at any time I wanted to transmit, I had to inform the Captain, who would stop the Ship, cut off all 'Juice' throughout the Ship and then give me the OK. It was a 'Spark' Transmitter, so I always had a curious half dozen outside the office door watching and listening to the dits and dahs, which I used to rap out at about 25–30 words per minute. My receiver often let me down, but I eventually built up a Model 'E' Detector, which was designed at 'Pompey Signal School', and coupled with the Crystal Receiver. I could receive 'Stonecutters' fairly loud. On one occasion I actually exchanged signals with the flagship *Hawkins*, quite an achievement considering she was over 100 miles away.

The Gunboats were very seldom in company, either in Hong Kong or up the River, but I remember one very special occasion, we were anchored at Canton when I saw the *Robin* steaming in. I reported to the Captain, he came on deck to look-see, then we saw the Captain of the *Robin* coming over in a sampan. He wanted to make a special message to his wife, who was living in Hong Kong, the *Robin* carried no wireless, so he had steamed into Canton, where he knew we should be, and asked our Skipper if I could manage to get a message to his wife. I called up Stonecutters and made a T-Z message for his wife, the message got through. Six weeks later we were in company again with the *Robin*, her Skipper came onboard, sorted me out, and dropped a ten dollar bill into my hand, the dollar at that time was three to the pound. Next time in Hong Kong there was a pint of 'Strong Top' for every man of the Ship's Company, at the 'Blue Buildings', the RN canteen.

Life up the Rivers was always exciting, and we always had to be on the alert, Pirates roamed

around in 'junks' and were ready to pounce on anything, even the *Robin* had a scare on one occasion when they tried to come alongside, a few rounds from one of their four 'Maxims' shied them off. The *Robin* was only an 80 tonner, but we both had the same armaments, two 12 pounders and four Maxims.

There will never be China River Gunboats again, so I guess I can rest on my oars, sit back with a nice pint of the best, and spin a few yarns to the 'locals' — and earn another pint??

'MACTITCH'

"THE RISING SUN" CLANFIELD

The following letter has been received by CSS:

The Rising Sun, Clanfield,

September 19, 1974

Dear Captain Morgan,

As I am retiring on October 2 I feel that I must write and thank you, your officers and men past and present for the happy association that has existed between us and HMS *Mercury* during the last 26 years, and to thank you for all the invitations to your delightful cocktail parties, the hospitality which I hope you will extend to Mrs. Vera Young who will be taking over the tenancy from me.

Yours sincerely,

(Mrs.) Dora K. Macdonald

All members of the ship's company of HMS *Mercury*, past and present, who have known Mrs. Macdonald and who over the years have enjoyed a drink in *Mercury's* 'local' join CSS in wishing her a happy retirement.

GOLF

by FCCY J. Fouracre — Golf Secretary

September 1974 saw, what it is hoped will be, an annual fixture with our 'Brown Job' counterparts, the Royal Signals. The idea was a joint effort between Captain Morgan, the CSS, and Colonel Harris, Chairman of the Royal Signals Golf Society. The intention being that each side would consist of 8 players, 4 Officers and 4 Ratings with Handicaps of 18 and below who must be Communicators. And so, on one of the two fine days in September, the teams met to do battle amongst the valleys and hills of Hindhead G.C. The outcome of which, and fitting for such an occasion, was All Square, or, for the uninitiated — A Half.

Next year it is the Army's turn to host the event, which will probably be at either Aldershot or Tidworth on dates as yet not known. If anyone feels he would like to be considered for this most enjoyable event and is in the category mentioned earlier, please drop me a line or phone. The side that represented The Navy Communicators 1974 was: Captain R. C. Morgan, Cdr J. Findlay, Cdr P. Tuke, Lt-Cdr D. Dobson, FCCY J. Fouracre, CCY A. Hopper, RS R. Brook and RS J. Purnell.

OPENING OF THE EXERCISE WIRELESS OFFICE

HMS MERCURY



Rear-Admiral Sir Peter Anson, Bt, CB, Assistant Chief of Defence Staff (Signals) transmitting the reply to the first live signal from Mercury's new XWO

The new Exercise Wireless Office in HMS *Mercury* was opened on September 20, 1974 by Captain R. D. Franklin, RN, the Director of Naval Signals, who transmitted the first live signal to HMS *Antrim* (Captain H. R. Keate, RN) and a reply was received from Rear-Admiral Sir Peter Anson, Bt, CB, Assistant Chief of Defence Staff (Signals) onboard HMS *Antrim*. The texts of the signals read:

'This is the first live signal transmitted from the new Main Communications Office which has been built to provide live exercise facilities for ratings under training in *Mercury* and units of other UK and NATO Services.

2. It gives me great pleasure as Director of Naval Signals to transmit this signal, particularly since it is addressed to my predecessor who happens to be entertaining ACDS(S) Rear-Admiral Sir Peter Anson and ex Captain of the Signal School, onboard HMS *Antrim*'.

'From ACDS(S). It pleases me very much to welcome your new training office on the air especially as I had some part in its planning when CSS.

2. I hope this exercise with *Antrim* will herald many more with other units of the Fleet'.

XWO MERCURY

Once upon a time . . . A job in the XWO in *Mercury* conjured up pleasant thoughts of country walks to and from work. Where seaboots, oilskins and a book on birds were the rig of the day, depending upon the season or the fickle

Leydene weather. The location of the old XWO set deep in the woods below the Broadwalk made it a much sought after job or one to be avoided like the plague. Whatever your views, memories or past affiliations it is worth stating that this lonely and isolated 'comcen' in some distant and far off forgotten corner of an English field, provided a valuable and worthwhile service for many years.

Now there is a new XWO and to get there means only a short walk to Nelson block. Fitted with modern equipment and furniture and spaciouly laid out complete with comfortable air conditioning, it is certainly a far cry from the old wooden shack. The complex offers greatly improved facilities, equivalent almost, to those of a modern Frigate and range from the simple but effective CW circuits to On-Line Ratt and SSB(V). Communication exercises carried out include control of certain serials in the Portland Exercise Programme (Annex Alfa). Participation in all types of JOCOMEX's from February next year. ENSSEX activities which are communication exercises carried out with our NATO counterparts in European Signal Schools. Plus of course the daily MRX's and other trials requested by ships from time to time.

The big advantage of such a modern complex situated so close to other instructional buildings



Captain R. D. Franklin, RN Director of Naval Signals transmitting the first live signal from the new XWO

is that it offers sufficient scope for new entries and ratings undergoing continuation training to practise their newly learned skills on live circuits. This means that stage-fright and mistakes are corrected and overcome without too much pain to other circuit users. That is far more rewarding than talking to one another between two benches or even adjacent classrooms. It is authentic and a sense of achievement is gained under reasonably realistic operational conditions.

The official opening ceremony was performed on September 20, 1974 by Captain R. D. Franklin, Royal Navy, the Director of Naval Signals, who manned the *Mercury* end of a circuit, the distant end manned by Rear-Admiral Sir Peter Anson Bt CB at sea in HMS *Antrim*. Certainly a high powered team for the inauguration but in these times of manpower shortage who can tell who our operators will be?

The staff is ably led by CRS (RCI) D. Woodland, assisted by 3 LRO(G)'s and 4 RO2/3(G)'s. These numbers obviously fluctuate with manning problems. So if you are shortly to be drafted to *Mercury* as a Supernumerary—if there is such a creature—then ask the MACC for a job in the XWO, vacancies are advertised. If successful you will be assured of a full, interesting and rewarding days work, doing the job you have been trained for—COMMUNICATING.

Best wishes for a successful 1975 to all Communicators from the XWO staff of HMS *Mercury*.

PROMOTION OF

RMC S. E. SAMPSON, USN

Chief Petty Officer Steve E. Sampson of the United States Navy was born in Estherville, Iowa, where he attended the local public schools. After leaving school he tried his hand in various part-time jobs until November 1960 when he enlisted for four years in the United States Navy.

His recruit training was at the Naval Recruit Training Centre in San Diego, California. After graduating he was promoted to Seaman Apprentice and assigned to the Naval Ordnance Testing Station, China Lake, in the Mojave Desert, where by chance he found himself in the Communications Centre for 'on-the-job' training.

He next qualified for Radioman 'A'. The six month course in San Diego was intensive and demanding and included: morse, basic electronics, tape relay and equipment. After successfully completing the course he joined the Beachmaster Unit One, Coronado, California, for a two-year tour which, he says, was rather like being in the Marines! His next job was at the receiver site of the Naval Communications Station, Philippines, operating morse ship-to-shore and later on-line ship-to-shore.

At the end of his first enlistment, Chief Petty Officer Sampson was promoted to Radioman Second Class and decided to enlist for six more years. During this time he served in or with USS *Bullock*



Captain R. C. Morgan congratulates S. E. Sampson of the USN on promoting him from RM1 to RMC

County, COMPHIBPAC Staff, the Teletype Repair School, USS *Surfbird*, USS *Barry* and the nuclear powered cruiser USS *Long Beach*.

In November 1973 he was selected for the USN/RN Personnel Exchange Programme and is now serving in HMS *Mercury*. Chief Petty Officer Sampson says that on looking back over his 14 years in the Navy he finds his present job to be one of the most interesting and rewarding of all.

COULD YOU PASS FOR PWO?

and ARN + AAWWC HF + JAAWSC
= AAWWC HF

What is PIC
If AIR COORD + ARN + AAWWC HF = SNIP
and REP HF = SSC
and JIC + JRR = PIC = JAAWSC

$$\left(\frac{\text{SNIP} - \text{ARN}}{2} \right) - \sqrt{\text{SSSC}^3} = \text{JAAWSC} \quad ?$$

Answer (if there is one) showing full working to 04 HMS *Mercury*.

WINTER COMPETITION SOLUTION

Across

1. Abrogate, 5. Talcum, 9. High noon, 10. Paints, 12. Nulla, 13. Gap of time, 14. Train spotter, 18. Scholarships, 21. Thatching, 23. Great, 24. Reamer, 25. Majestic, 26. Cattle, 27. Whistles.

Down

1. Achene, 2. Regale, 3. Gun barrel, 4. Though in ruin, 6. A waif, 7. Convicts, 8. Misheard, 11. Opisthograph, 15. Oppugners, 16. Esoteric, 17. Pheasant, 19. Dental, 20. Stacks, 22. Creel.



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

Standing L to R: RO2(T) Hanks, RO2(G) Brand, RO2(G) Fellingham, RO2(G) Coke
Seated: Commodore R. W. Garson COMDRAKE Lt A. R Kerrison, CRS Clifford, RO2(G) Kenny,
RO2(T) Laurie

NATO NAVAL COMMUNICATIONS COMPETITION 1974

by RS M. J. Clifford

Team manager — Lieut A. Kerrison, RN.

Team trainer — RS M. J. Clifford.

On completion of the four-week training period the following ratings were chosen to represent the Royal Navy in the NATO Communications Competition, against seven other countries, at the Norwegian signal training school at Mathopen, Bergen:—

RO2(G) Kenny. HMS *Hardy*. Teletype Transmission.

RO2(T) Laurie. HMS *Ark Royal*. Flashing Light Reception.

RO2(G) Coke. HMS *Ark Royal*. Morse Reception/Transmission.

Having mentioned the team that were actually chosen to represent the United Kingdom it would be fair to mention the three who were eliminated in the final selection, and to give them credit for their hard work, their perseverance in the face of

strong opposition and the good spirit in which they entered the training period prior to selection. They were:—

RO2(G) Fellingham. HMS *Norfolk*. Teletype Transmission.

RO2(T) Hanks. HMS *Ark Royal*. Flashing Light Reception.

RO2(G) Brand. HMS *Ark Royal*. Morse Reception/Transmission.

Overall the UK team were placed third, having won two first prizes; teletype transmission and flashing light reception. Standards were high with competition spirit bubbling over from all sides. The overall placing of third was in itself a great achievement for the UK Team, especially when one compares the varying approaches to training by competing countries, the alien form of exercise to the RN Communicator, the high standards required and then the levels of skill achieved by

the individual in comparison with the norm.

The team thoroughly enjoyed themselves both in the participation and the strenuous training period, and of course in the Competition proper. Much effort had gone into the organisation of the event by the host nation, and this was clearly reflected in the excellent manner in which we were taken care of. Social events were plentiful and varied, ranging from official receptions to a 35-knot ride in a fast patrol boat of the Norwegian Navy, probing deep into the Norwegian fiords. Daily sauna baths followed by ice cold showers were taken, and although no masseuse was available, the benefit was tremendous.

In closing this short article I would like to take this opportunity to convey my thanks to my team, of whom I remain very proud, the host nation for their first class organisation in every field, and the team manager for his efforts prior to and during the competition. (Incidentally Lieut Kerrison was presented with a small plaque by the other competing nations for being voted 'Mr Most Popular', a title justly deserved.)

On reflection my conclusion was that the NAV-COMCOMP 1974 was a tremendous success, a very worthwhile competition, and a memorable event; one which would linger in the UK team's memories for a long, long time.

THREE MEN IN A BOAT (Apologies to J. K. J.)

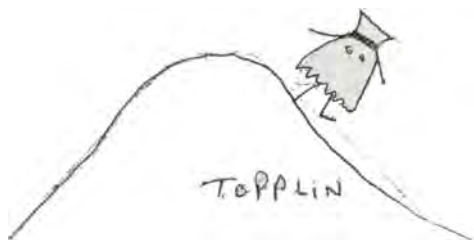
by Escot

It was one of those balmy summer days in Pompey dockyard, sky topped up with ex-Chief Tels, and becalmed dinghies all over the place. Myself and an ancient Submariner Potts with a lived in face had found an abundant oasis of beer on board the ship of a mutual friend. There we were, cosy in the mess, glass in hand and a make and mend apiece. The three of us happy as sandboys because we were going FISHING. Buck had organised the boat (he is such an outstanding organiser). What we weren't going to catch was nobody's business. Uncle Bob forever the magnanimous host repaired to his pit in order to conserve his energy for the great adventure, leaving Buck and I to get the boat from *Dolphin*.

Two hours after our arrival we made it to the boat pool on our last legs, having humped the outboard engine from the other side of the world. Brushing aside my offers of assistance Buck proceeded to shackle the engine into place. Lovely, all gear aboard, engine flashed up, cast off for'ard ready to go. Hold everything. Intrepid skipper has perplexed look at outboard, mainly because that is where he would have been steering from, having put the engine on back to front. I fall about laughing until threatened with a rap in the mouth from visibly ruffled Captain. We rearrange propulsion gear to make boat go forward through water.

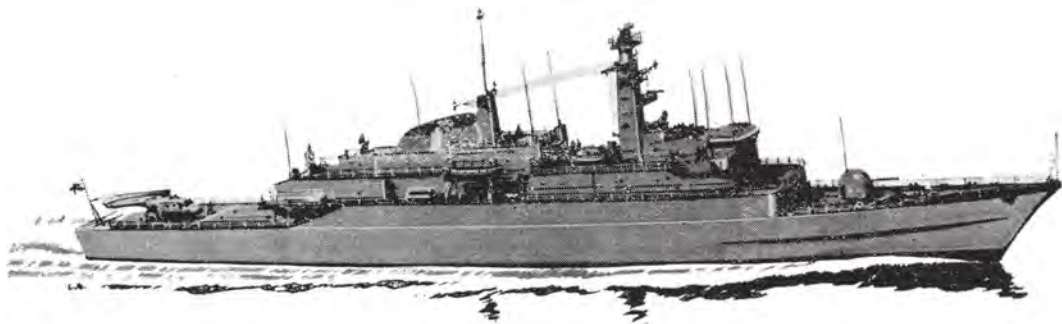
Off we go, tackling up as we potter leisurely along. Skipper produces polythene bait box which emits unspeakably foul odour when opened. I resist impulse to swim for it. Contents of bait box resembles yellow mud in which swam the odd lump, which turned out to be bits of worm. Under pressure Skipper admits that he has had bait for a week. No Isaak Walton he. In vain we fished using the odd putrid lumps as bait. No chance. Fishing abandoned in favour of baser pursuits. Out beer cans. We drove over to Bob's ship and tied up on the cat. The sun well over the yardarm. To our amazement Bob was dressed overall: sea-boots, sub-jersey, sailing smock and topped off with a nice sou'wester. I thought to myself that is nice, a drop of Yachting World will go down well in the pub. Having explained about the bait, we found ourselves tying up to the pontoon handy to the Jolly Roger. The pub was inhabited by the usual summer crowd, bags of tweed and RNSA ties.

After an hour we left as we had to get down harbour before dark, our trim craft having no lights. Consternation later at the pontoon, someone had pulled the plug out of the bath and there was the boat high and dry. Suggestions from the Skipper that Bob and I hop in the mud and drag it to the water were met with mutinous threats. So back to the pub until closing time. Every one a winner. Much happier crew, boat afloat. I am posted in the bows to act as lookout, it being as black as a bear's back on the water. Skipper and mate in the stern swapping sea stories without a care in the world. Being sharp of eye, I noticed that we had been passing the old Leviathan for some time, only we weren't passing it. This I duly reported, whereupon the after steering position found the engine out of gear. After a hair-raising passage across, we tied up, and Bob invited us aboard for a drink (Mess Pres Bob) . . . At 04.00 the dockyard police, ever vigilant, had called from his warm bunk a sleepy OOD, and reported the strange craft on the catamaran. Security. I won't even mention the subsequent uproar when half the Ship's Company were shaken before they found Buck asleep in the mess. The story ends with Buck being ignominiously escorted back to *Dolphin* in his boat by the police, at 05.00, still protesting. As for fishing, forget it. Perhaps a dabble for trout now and again in a moorland stream. You stay out of trouble that way.





Fleet Section



CINCFLEET

by FEWO

FCO. Commander G. M. Tullis

AFCO. Lieutenant Commander M. A. Robinson

DFCO/FEWO. Lieutenant Commander J. M.

Ferguson

CRS. R. Harriss

RS(W) J. Rooney

I note with some dismay that the 'dramatis personae' heading the Fleet Section in the previous edition of this journal have been reduced from 5 to one. Lest you believe that the FCO's supporters have deserted him, I have requested that they be listed again.

You will note that Lieut Cdr. Martin Robinson has joined the staff from HMS *Fearless*, and has brought the full weight of his Amphibious Warfare experience to bear on the ever present problems of that outpost of the Empire—Naval Party 8901.

We have all been spreading our efforts across CINCFLEET's area of interest. FCO planned the communications for SEATO exercise 'Sea Fox' in Manila, and called in to Hong Kong on the way past. AFCO has been absorbed with the orders for a 'Passex' between TG 317.2 and the Indian Navy, and the new FLCO section on the Far East. FEWO assisted in the planning of CENTO exercise 'Mid-link 74' in Pakistan, and has also discussed EW in NATO in Canada. He rounds off the year by calling in on TG 317.2 in Karachi, the team in Diego Garcia, Mauritius and the new Sea Training Liaison Party in Bandar Abbas. The RS(W) spent 'Northern Merger' in Lisbon trying to disrupt communications, and Chief has been holding the whole staff together as usual.

The Fleet Staff has been most impressed by the enthusiasm of the Fleet's communicators and EW operators. Reports from the Group Deployments, NATO and national exercises indicate that we are

maintaining a high standard of operating, and the co-operation with ships, aircraft and land forces of many countries around the world has been successful and stimulating. Many ships have offered valuable feedback to the FCO's termly news letters, and we renew our request that ships with contributions to make on any relevant subject — equipment, procedures, manpower, training, etc., come up on paper, telephone or in person to help us to help others.

As this edition goes to press, the MTS study on Tactical Communications is getting underway. By the time you read this, their findings should be reaching the Fleet. Our hope is that they will enable you to use your communications circuits more efficiently, cut out lengthy repetitive formats, long plain language messages, and improve circuit discipline. This should release spare equipment for maintenance and enable alternative circuits to be kept at standby.

Enough of this — I must leave room for the ships — the rest can wait for the next newsletter. We look forward to meeting many of you at the Fleet Assembly early in 1975.

HMS ABDIEL

by RS Rushworth

After spending seven months as the support ship to the three Minehunters, *Maxton*, *Bossington* and *Wilton* and the Fleet Clearance Diving Team involved in clearing the Suez Canal of unexploded ordnance left from the Arab/Israeli war, we find ourselves preparing to leave the Canal Zone for the UK, as RN participation in the current operation ceases on 1st November.

The Communication Department of *Abdiel* has ticked steadily along, with the Communicators watchkeeping constantly in a modified West Country Three system. This enabled each watch to have



HMS *Abdiel* about to pass through one of the pontoon bridges across the Suez Canal enroute to Malta for a stand-off period

a complete twentyfour off every three days (we had to twist the First Lieutenant's arm).

In the main MRL2 with RNCC Lascaris has worked well, and during a short visit by the 'G' sub branch to the RN COMMEN on our first stand-off period, a certain POREL was heard to tell the RS that our outage time was a lot less than with bigger ships who have worked Malta MRLs (whether he was flannelling us, we don't know). We are now wondering if any other RN warship has been allocated an MRL for seven and a half months running continuously except during our stand-offs at Malta.

The two visits to Malta during the operation were welcome breaks and the opportunity was taken for some members of the ship's company to take a short holiday with their wives, who were flown out, courtesy of the RAF, for a modest pre-payment charge.

The Squadron will be calling at Alexandria before finally leaving Egypt, and then on to Malta and Gibraltar. We reach Portsmouth on 21 November and finally return to Port Edgar a few days later, when thankfully we once again join the 'Scottish Navy'.

The Communication staff have changed around considerably during the ship's time in the Canal and to mention everyone who has served in *Abdiel* during the Operation would take far too long. The staff who have been in the ship since leaving UK in March have 57 days leave due to them, during

which I expect they will forget all about communications.

Early 1975 will see us ready to go again but what our future programme is nobody yet knows. All we are hoping is that we get more RA time next year than we've had during this one.

CONFESSIONS OF HMS AJAX AT PORTLAND by LRO(W) Anon

The Main Communications Office lay silent but for a blue clad figure hammering on a morse key connected by an array of plugs to PXN. The perspiration ran down over his weatherbeaten face from beneath an anti-flash hood. The face, like those around him, depicted the strain of war. Eyes that no longer twinkled surrounded by black bags, shifted nervously around awaiting the next attack. At the back of his mind, his thoughts flashed to his bunk, a long way off through the maze of X, Y, and Z hatches and doors. Would action stations never end? Next door in the CCR other ratings dozed, their nocturnal noises drowned by the incessant beat of the emergency generator, their huddled bodies barely visible in the darkness.

Suddenly a violent explosion pierced the nervous, stagnant, atmosphere and smoke billowed from an unseen source. An LRO snapped into action and donned his AGR, while an RO2(G) awoke to the land of the living, spurred on by the toecap of a size 9 steaming boot, belonging to an overalled figure wearing a black beret. Everywhere

Vacancies for Trained Personnel

A limited number of vacancies exist 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.

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	£
maximum	2913
	2860
	2807
	2718
	2630
	2543
	2455
Age 22	2367
Age 21	2280
Age 20	2154
Age 19	2029

These salaries are subject to cost of living increases.

There is a non-contributory pension scheme and generous sick leave arrangements. Annual leave entitlement is 20 working days rising to 22 working days after 7 years' service. There are, from time to time, opportunities for promotion to supervisory grades.

The communications centre is furnished and equipped to a very high standard. The building is a modern office block adjoining Lambeth North Underground Station and within a few minutes' walk of Waterloo Station.

Applications should be addressed to:

The Personnel Officer
Government Communications Bureau
100 Westminster Bridge Road
London SE1 7XF

communicators rushed in confusion, their lungs inhaling the acrid smoke. Within minutes, the once throbbing Commcen had been evacuated and the fire burnt un hindered.

Meanwhile, in the nerve centre of the ship, all systems were go, the openline never silent as the PWO barked orders via it and other various means to the ships sensors and weapon crews. In the corner of the ops room sat a Leading Signalman, his huge shape cramped in the confined space, one ear listening intently to the groups of signals coming over Tactical UHF. Suddenly all eyes turned in his direction as he told the timid tactical operator beside him, to ask callsign NAWS to identify herself.

On the bridge of our grey fighting machine the OOW wore the dimpled deck covering down on his never ending journey between Pelorus and Chart table, only stopping briefly to bellow an order over the conning intercom to the Wheelhouse, which would initiate another TCM. It was during one of these such trips that he heard someone with an air of authority attached to his voice, demand the seniority of HMS *Hero* from the signalman in the ops room. Fortunately the signalman never heard the request.

In the FWO the eyes and ears of the fleet were looking for FTB's under the watchful eye of the CRS (W). Suddenly a loud bang from the EWER caused panic and a cry of FIRE! FIRE! FIRE! was heard from one of the operators. The Gollies fled from their positions, leaving the Chief alone and trampling over the electrocuted body of the REA. The Chief however, went to the aid of the REA and was seen to administer the 'kiss of life'. There now looms a strong rumour to the effect that the REA is asking for a mess change.

After many more exercises of the same sort, we finally received "HMS *Ajax* has completed a satisfactory work up".

At the moment we have just left the Med, so standby for our next episode "CONFESSIONS OF HMS *AJAX* IN THE MED".

HMS/M *ANDREW*

by RS J. K. James

Many times, I've sat and pondered about something to write for the magazine, but have always fallen short for one reason or another.

This time: Success?

The Editor added a rider to my copy of the Fleet letter, Quote, It seems hard asking someone with the least communication capability of the S/M Fleet to write articles, but some articles from small ships are generally more unusual than the endless frigate programme. Unquote. So, to use your phrase, quicker than a flash something happened.

Least communication capability. A more true statement there never was, as we are, wholly and solely reliant on steam radio IN/OUT, in fact we have come to think of B34A as our Personal

broadcast and don't take it too well when someone else is on there, without OUR consent, so to speak. Still I expect CTF 345 will be relieved when we finish at Christmas, *Andrew* having completed 27 years proud service. During which time, she completed a short transit of the Atlantic (21 days) to surface during the Spithead Review; starred in 'On The Beach'; was longest serving submarine (12 years) and last 'A' class submarine to leave the Far East Station (1968). Last but not least *Andrew* starred in a short feature film made onboard using the whole crew as cast in August, which is to be released later this year.

Contrary to popular belief in some quarters, the last commission has not been all jollies, nor have we been a surface raider. Our role in general has been clockwork mouse at Portland, working with LRMR A/C, plus the odd NATO Exercise for good measure, and included a visit to the Med last year. At the time of writing we are off to Portland to finish our time with FOST for five weeks.

Sorry! getting carried away! The main point of this letter is not so much a description of *Andrew's* communications prowess, but a 'Thank You' from myself and the staff, to all the ships and Shore Commcens, who in the past have helped us to clear our traffic. We have had some pretty long bouts with *Faslane*, *Dolphin*, Portland and Plymouth, who have been our regular shore contacts, but there have been occasions when con-



"Sorry Mate, I forgot to tell you that our Lenny is a bad loser"

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

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ditions were too bad even for them to take our traffic. It has been at these times that a friendly ZOE has come from a kindly Skimmer, who listening to our fading signal has taken the plunge (no pun intended) to help us.

So it is to all the Shore Commcens and Ships Staffs, that we say 'Many thanks indeed for all your help in the past, it was much appreciated at the time, though it won't have shown'. After December 19 MVBR will fade from the air, but I hope that when you work with another submarine, in the future, you will think about *Andrew* and her antiquated gear.

HMS ANTRIM

'Sea Trek'

Chapter One: 'Return from the Dead'

by RS K. Alner

Communications Log: Sea Date 74/10.16

The situation was not nearly so serious as given by first impressions. Five months ago I was drafted for front-line operational service in HMS *Antrim*. Some six months before that she had been invaded by little green men and the crew had been forced to abandon ship and take to hiding ashore, making daily attacks to try to win her back. The havoc that the little green men had wrought was still evident: there were huge gaping holes in her sides and decks made by the aliens to gain easy access, paint was burned off the bulkheads and deckheads and wreckage was strewn everywhere. *Antrim* seemed dead.

But the war was now a cold one and the crew and the little green men were able to work side by side in an effort to get the ship right before the deadline. It is not easy to see your ship ravaged by aliens and then be asked to help to put it back together again. This is especially true for those who knew they would not survive to benefit from the work they had put in. But this is 'life in a blue suit', as they say, and the work had to be done. Gradually the number of little green men decreased and in time the crew were able to move back into their quarters on board. Slowly the ship began to take shape and — wonder of wonders — only a week late we were able to put to sea. At last, HMS *Antrim* was alive!

At this moment trials are well under way. Some of the alien leaders are still with us, but it won't be long before we have the ship to ourselves and by the time you read this she will have sallied forth on her first adventure. A four-day visit to the Land of France where the crew will be allowed to explore the settlement called Brest. Myself and a landing party of two will not be going. We are being transported to a settlement near Worcester in the Land of Eng to suppress a band of warriors known as the 14th Signal Regiment and gather information on how they run their end of a Joint MRL.

Looks like a good start to our 2½ year commission and we have our fingers crossed that the

Powers-that-be will supply us with some voyages that will be worthy of an entry in our Sea Trek Communications Log.

HMS ARGONAUT

by LRO(W) Utley

We have just done a nine month stint with FOF2 and the 7th FS on a tour around the Orient. Since our last memorable contribution appeared in the Good Book we steamed a few more miles and saw a few more places before our arrival in Guzz. Old favourites like Hong Kong and Singapore came up to the usual standards, with Penang, Mauritius and Capetown running a close second.

To all you barrack stanchions it may sound 'exotic' enough, but it's not been without its work side. With the amount of ships in the deployment group we have all been pretty busy in all departments, yes even the Gollies. The buntings can now all read a flashing light and the sparkers are all trained in Jungle Warfare during the Middle Watches by 'The Old Man of the Woods', LRO(G) Dave Rendall, who, contrary to popular belief, is not 70 years old.

Twenty five days in the Canadian areas lie in store for us next month, then back to Sunny Guzz for Crimbo. Next year it's off for a run round the States with STANNAVFORLANT, so if you are *Argo* bound then a good run is promised. In the meantime we are always available for football, rugby, hockey, uckers; just contact any of our members in the dockyard canteen any dinner time.

HMS ASHANTI

by Leading Seaman (EW) (Desig) Toy

Early January saw us recovering from Christmas spent in friendly Barbados amongst the palm trees — all very unreal but memorable. We had but weeks left of our 6 month Caribbean cocktail deployment. Like a multi-mixture cocktail it was, and at the end we were to be well shaken!

Final visits took *Ashanti* from the poverty of Georgetown Guyana (where £400 can buy you acres and acres of some of the world's richest soil) to Florida's sophisticated West Palm Beach, where £400 would not cover a doctor's fee for delivering your wife's baby.

In Guyana we visited the huge sugar plantations and are still puzzled at the current shortage, surely we didn't leave that bad an impression. En-route Florida we had a short stay in beautiful Martinique. This French controlled lushly vegetated island has a distinct atmosphere and is still free from large scale commercialisation: so, if you like good food, beautiful quiet beaches kissed by the sun, contact Air France and they will offer you 10 days there, all found, for about £225.

The Florida visit was, needless to say, that over-worked and misused word, fantastic. American hospitality knew no limits. Visits were made to Disneyworld, Cape Kennedy, Miami, Fort Lauderdale, Safari Parks, burlesque shows, night clubs,

the Everglades, and goodness knows where else. Douglas Fairbanks Junior came on board and picked the winner of our Car Contest out of the hat. West Palm Beach and the surrounds have in recent times become very fashionable amongst the rich and famous. The area is beautiful and has an ideal climate. There is even a retired RN Admiral living there, so maybe signing on for a pension has its due reward.

Perhaps our stay in the Caribbean appears all play. Oh no, we realise all play and no work makes Jack a dull boy; we had our bogeys, and most of them were set and met in Fleet Form 10.

Bermuda was our final call before Blighty and gave the ship's frustrated hells angels a final chance to burn the island up on their 20 mph mobeys! *Mercury*, in their wisdom, sent us 8 novice communicators for the trip back across the pond. Yeoman Ben Hale worked out a programme for them and their introduction to shipboard life was as good as and probably better than most of us have had. They responded well and were generally a credit to *Mercury*. As it turned out I doubt if they will ever forget that trip back home. First day out and 80 miles east of Bermuda we were hit by a huge freak wave. *Ashanti* rolled 43 degrees to starboard and for one horrible second lingered as if deciding whether to right herself or not. The wave came from the port quarter and was completely unnoticed on board. Many people had lucky escapes from serious injury but even so several nasty knocks were suffered. None were luckier than *Mercury* lads Elliot and Short. Elliot was swept to the ship's side but managed to grab the base of a guardrail and hung on for life. Short actually went overboard but somehow in the same action was swept back again and he too grabbed a guardrail. Meanwhile tragedy had struck elsewhere — PO Taws and Junior Seaman Rogers were amidships and both lost their lives. This most unhappy event cast long shadows over *Ashanti* and in such a sad situation condolences seem hardly adequate.

After DED and leave in Pompey our next hurdle was a Portland Work-up. After a slow start we gathered momentum and passed through all the various serials and tests in a satisfactory manner. There is a Staff answer to just about every Naval matter possible, however, RO(T) Stan Unwin did perpetrate one unscheduled evolution which must have left their Staffships speechless — it did our CY anyway. Stan was told to pull Flag Zero down. That seems a reasonably simple task, however, to be fair there was an awkward crosswind blowing at the time and this obviously had great influence on what happened next. Stan managed to damage both the 978 and 993 aeriels and somehow lasso'd an AWN whip aerial and pulled it out of the aerial base by its roots. Now by any stretch of the imagination that is quite a remarkable feat, however, bear with me just a little longer before turning to the pin-up, and read on. The flag was on the Port yardarm and the AWN whip aerial was on

the starboard side. We are no longer talking about a remarkable feat but a sensational one! The radar aeriels were found, happily, to be in workable condition, and eventually life returned to normal and CY Ben Hale recovered his voice.

With Portland over and just a memory we visited Casablanca with *Hermione* and *Dido*. Old salts will doubtless wince but we three ships form a Squadron — the 5th Frigate Squadron to be exact. Casablanca presented us with many strange sights, none stranger than seeing males walking about hand in hand. Morocco is normally associated with deserts, Beau Geste and all that; so it was quite surprising whilst on a trip to Marrakesh (incidentally if you ever go there don't fall for the Snake Charmer gag — the blokes are anything but charming when demanding money and the snakes have about as much life in them as my Granny and she died in 1947 . . .) to be driven through quite green pastures and sometimes there were wheat fields as far as the eye could see.

Our next stop was Den Helder followed by Rosyth for Navy Days. All went well and the peace was only broken by the possibility that the Cyprus flare-up would involve us, luckily we were not needed.

Finally we were given the honour of escorting the Royal Yacht whilst the Queen toured the Western Isles. This duty saw us on our best behaviour and believe me its harder than it sounds!

PS. When Stan ripped the AWN off its base guess where it fell? Yeah, that's right, on top of the 20-inch signal projector and we still have the dent to prove it.

HMS ARK ROYAL 'THE FLOATING HANGAR SAGA' by LRO(W) Moxham and LRO(T) Gray

SCENE: 04L REC SPACE (which occasionally doubles as *Ark Royal's* Flag Deck).

Enter a young JRO, newly joined, doing the morning water run. Sees Killick bunting, two badges old, cursing freely over his tangled dressing lines.

'Morning Blue', says latest protege.

'Blue! Blue! Who the hell are you', cries father of the flags, 'And where's your ear muffs?'

'Ear Muffs, what are they?'

'Come here', beckons Bunts. 'See those 'paraffin pigeons' down there, the noise they make will blow your ears off when they decide to take off, and you won't even hear Gary Glitter when you next go teeny bopping'.

'The ship looks bigger from up here'.

'Ship!—this is no ship. You are now at sea on one of the largest floating hangars Britain ever built', mutters Harry the Lamp, taking a swing at an unsuspecting seagull.

'This vessel is really a floating reception room. Exhibition hall, Drill shed and garage. The centre of attraction is called the HANGAR. It's called that because lots of compartments hang on the side of it. They are not really important, but



Remarks by the Commander on seeing this photograph which was taken during Navy Days in Devonport — “There’s something unusual about this picture . . . I’ve got it — the Jack is close up!”

they do keep the wind out. We sometimes take the Hangar on exercises, like ‘Northern Merger’ to show it off to other Navies, freeze buntings half to death, and occasionally we take it to a foreign port like Malta or Gib, to let the locals come onboard and see it. In other warships they call it ‘showing the flag’, on the *Ark* we call it ‘showing the hangar’. It’s got to be driven, so they put engines underneath, and an island on top, so they can see where they’re going’.

‘Yes, but what has it all got to do with us?’

‘Well, the reason we’re here is so that the ‘Hangar Hounds’ know where we’re taking them next, they’ve got to speak to the outside world somehow—order their spare bits etc. It’s a complicated job running a Hangar you know!’

‘I see’, says Gregarious Golly, ‘but what about the flight deck, and all those planes, what are they for?’

‘Simple, the ‘winged wonders’ are to give all the ‘plane pushers’ something to do while we’re moving the Hangar around the big blue briny—the flight deck is just a lid to keep the rain out. I hope you’ve got it all into perspective now lad’.

‘Perspective? Is that the plastic stuff on the notice board?’

Exit: leaving a bemused bunting muttering something about “blooming seaman OD’s, I wonder what his coffee is like!”.

I’m not one to take risks I’m on to a cert.

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HMS BACCHANTE COMMUNICATORS AT STOCKHOLM

Standing L to R: RO2(T) Cram, RO2(W) Grove, RO2(W) Stephan, LRO(W) Mercer, RO2(T) Bibby, RO3(W) Powel, RO2(G) Martin, RO2(W) Cook, LRO(T) Ferguson, RS Parsons, RO2(W) Saunders, LRO(T) Heighton.

Front: RO2(W) Dyke, RO2(G) Whitaker, Miss Stockholm, CY Egan. CY Egan is unlocking the handcuffs which join Miss Stockholm and LRO(T) Ferguson. (A silent protest!) Who says it's rough at sea?

HMS BACCHANTE

by RS(W) Lynch

After due consideration and the threat of being made to buy raffle tickets, I have been conned into writing an article. Well actually not conned, I think the term is 'leant upon'. Let me here and now enlighten you on the ups and downs, the ins and outs and the misdemeanours of HMS *Bacchante's* Communications Department.

You will obviously have read of our 'fact' finding expedition in the West Indies; we're back. We arrived, more or less alongside South Railway Jetty early in May. A force eight gale (more of these gales later) tried to stop us, but we finally made it. Three days, and a de-ammo later found F69 in the lock at Chatham, with the first leave party tugging at the leash to get home (how come I'm second leave?). Anyway we were in Chatham for about five weeks, during this time a few people came and went. I finally went on leave.

After the blissful peace which is Chatham, we

were thrown into Portland. Yes, fellow readers, Portland, or how to push a seven week work-up, inclusive of a Royal visit, into four! But we're told it's all 'super' fun—for the staff. I will not dwell here upon the horrific accounts of gollies boundary cooling with unconnected fire hoses, or how to pre-wet already wet buntings. Needless to say, we made it. For reasons known only to the Doc I missed the first week and a half. Perhaps that is why I'm writing this article.

After Portland and a spot of leave (I'm second leave again). To continue . . . we left Chatham right into the teeth of a force eight. It is interesting to note that as well as an allergy of Portland, I suffer from an acute dislike of the sea, the sea when it moves violently, and stokers who cannot fix the stabilisers, and . . . writing articles for magazines. Where was I? Yes, straight into the teeth of a force ten (little bit rough) to act as plane guard for HMS *Ark Royal*, this time off the

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East coast of Scotland. My boss is a Scot, you know. He kept saying 'it's God's country'.

After a week with *Ark Royal*, we fought our way into the North Atlantic to join the American contingent of the 'Northern Merger' exercise. We really enjoyed this exercise. After all it is not often, these days, you get a chance to exercise with two carriers, one being a Forrestal class — big man, big. Thank goodness.

I trust my readers, sorry, reader, enjoys F69's contributions, but remember you chaps of the Fleet watch out, we have you taped, analysed and logged long before you even know we're around.

The SCO has asked me to pass on Seasonal greetings to all Communicators (it saves him buying cards). Every good wish from us all for 1975.

HMS BEAGLE

by LMEM M. Day—Tech. Office

It has come to my notice via the reliable source of the Leading Steward, that a bit of the proverbial has been thrown around by our passenger of an I.R.O, Billy Graham, in your previous edition. Being myself in the subterranean kingdom of the engine room, I believe a piece of the aforesaid was thrown in my direction.

I think I have read in a relevant BR, 'Do unto others as they have done unto you'; so having been done unto I reply thus:—

Upon joining the ship I didn't really take much notice of 'sparks', this was due mainly to not seeing him. Although after the first fortnight I did wonder who it was that kept a kit bag permanently in his pit. Well, it never moved and was always there—I presumed it was a kit bag.

Now I've been on board over a year, I know his first name, this does seem to change rather more often than a normal Christian name. For instance, I have heard him called:—Billy, Carl, Clown, Throater, etc. Sparks does appear to be the most popular, probably because he refuses to answer to any other.

Like most species of animal in this world. I believe animal is the appropriate word, (and so does the manager of the 'Ship Hotel', Boston) he has his very own set of characteristics, these include:—ruining television reception, especially during 'Top of the Pops', bursting into fits of hysteria whenever asked for a favour and by far the strangest of all, conversing with Frenchmen in morse code.

The episode took place in a Bordeaux bar when possibly all he could muster at the time were a few blasts of Da Da Dit Dit Da etc.

A really remarkable specimen, no wonder he took so long to capture and train. Alas like all creatures of the wilds (Suffolk) he does, now being in his older years, sometimes revert to his natural condition—Liquid.

All in all a rather surprising character and as you will appreciate, prone to abrupt dismissal of any form of advice and friendship.

HMS BERWICK

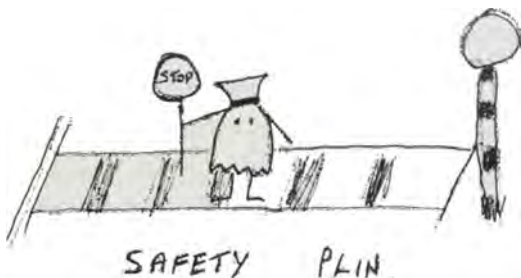
by RO2(G) Denny

Ploughing her way through an infinite sea, with tremendous waves beating like some fearsome giant's fists against her hull, the busier 'B' partakes in yet another exercise. Far below in the dark depths of the ship a different battle is being fought. A crew of communicators of definite cachinnatory disposition (the Portland Smile) wade neck deep amongst a vicious swirling mass of Murray Code tapes. At regular intervals (about every other second) a signal flies across to the tapists bay where we observe one chattering sparker sitting at a chattering teleprinter in harmonious discord. The incessant blatter of morse is making its normal attempts to crack everybody within the four bulkheads of the MCO and seems to be fast succeeding.

The PO Tel continues his bid to better his four minute mile to the transmitter room and back. Complian in hand. Somewhere amidst the confusion, someone switches the broadcast off. Is it an accident? Is it a FOST funny? Is it that he has finally cracked? No! It is the Fleet RO2(G) and it takes him two hours to change his TP roll.

Later, much later, people begin to disperse and the noise level drops noticeably. The two ratings still on watch clear up the day's shambles and slowly things revert to normal in the office of HMS *Berwick*. Alas, not quite everything is back to normal. On the bridge the tacticians, under the watchful eyes of the Yeoman, continue to sweat over a copy of some ATP or other and incessantly chant mysterious verbiage to the Officer of the Watch. Our Yeoman has his cephalic structure buried in a heap of signals searching in vain for long lost references dating back many, many moons, that for some obscure reason are needed at once.

An enormous wave crashes against the side of the ship and in the Golly Shop we see signs of stirring. Serial 007 has just finished, the various baffling pieces of Golly gear are switched off and the penetrating, high pitched, mysterious noises fade and die. Peace reigns. But only for a few seconds until Good Golly Griff, the ship's answer to Yves St. Laurent, decides to set watch on the sewing machine. With criss-cross modulation; deadly accuracy; intense concentration and the



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utmost devotion to the task in hand, he switches the machine on. The Golly Shop is at once transformed into a hive of activity, as the Good Golly gets close-up on his silk pillow cases, No. 8 shirts and jeans. Good Golly Griff holds the present world speed record for sewing at 253 stitches per minute with 100 per cent accuracy.

At last it is QRU from the MCO, Bridge, Mini and the Signal Deck, the Golly Shop and Drapery, so farewell from all us bunts, sparkers, gollies/tailors and all the other characters on the Good ship 'B'.

HMS BLAKE FLAGSHIP FIRST FLOTILLA

by CY Blanchard

Pompey and Guzz dockyards must have many vacant berths available since the "Snakey" deployed with our group consisting of the 3rd FS, *Warspite*, RFA's *Stromness*, *Green Rover* and *Olna*.

Our staff without any doubt must be one of the largest in the fleet, 73 members in all (not including Flag staff) but after HQ1 and the Commander have had their quota we still have our work cut out to handle the traffic load imposed upon us. With a turnover of about 4,000 signals, even our 'Ace Slave' SCOT has a job to cope.

After leaving Gibraltar en-route for South Africa we rendezvoused with *Fife* (FOF2's) group homeward bound to give a display of strength and manoeuvring that will long be remembered owing to the fact it was filmed and will later be appearing on your TV screens for recruiting purposes.

For those who are tactically minded manoeuvring interval was at times 200 yards for all ships, with "Gridirons" and "Bomb-bursts" by the score, a dream/nightmare* for the Chief Yeoman (*delete as applicable).

The Tactical department has really been kept on its toes since leaving Portsmouth, all methods of VS being used daily, even semaphore which, incidentally, our juniors can now read at 12wpm.

The sparkers had a few minor teething troubles when we first took guard for the group. These have now been more than overcome and ships outside our group now request the use of our first class service.

As for the 'Gollies' they still provide their usual high standard of 'Telex' operators in harbour.

We are now enjoying a well earned rest in Cape-town but all too soon it will be back to sea again for more exercises and the occasional visit, so if you see us around pop onboard and give us a visit. You never know the "Snakey Blakey" could be your next draft.

HMS BRISTOL

by LRO(W) Morton

(or: ALONE IN A SNOWDRIFT)

"Golly", said FCRS D. J. Caless, "write an article for THE COMMUNICATOR about what it's like being a lone Golly amongst all us communicators!" "Bloody 'ell" I thought (Cos i Kant spel), "Roger

out, SIR!" I said (Cos I'M like that and He's my D.O.).

At first it was a bit demoralizing especially as I joined having spent a *WHOLE* afternoon passing for RS(W). But I soon realized that without their Golly the sparkers and buntings would struggle aimlessly through life, with no one to lead them in search of perfection in the art of Naval Communications. Therefore, after getting over the initial shock (they wired up my chair) and asserting my superiority over all the snowmen and halyard calibrators, it became quite a challenge to me to maintain that superiority against all the odds (33—1).

My primary tasks on board Her Majesty's most powerful Warship include Message Handling Supervisor (Troubleshooter and Backstabber) and chief adviser to My Captain on matters relating to EW. The main problem with being a Golly MHS is that the rest are always (24 hours a day, 7 days a week) looking for the inevitable minor error on my part; but, they're still a bit slow and I always manage to slope it off on to some poor unsuspecting killick sparker before they notice. Not that I make any errors, of course.

I suppose my most important job to date has been as Manager/Coach/BATO to the EW/Comms football team and in that capacity I invite all serious challenges from any of you that we happen to meet on our world wide travels. No jokers please!

I can't write a lot (what Golly can?) about the EW gear fitted, mainly because we haven't got a lot. Please note, all you ships we exercise with, and kindly don't give me any more impossible tasks in the future.

The Operations Room onboard is like something out of *Star Trek* and once more Golly gear is fitted it should be quite a good draft for a Golly.

If you like the sound of it, give our FCRS a ring at any time (24 hour answering service) and he will be only too pleased to give you a conducted tour of our mass of fighting efficiency. (On second thoughts ring JRO 'Boris' Burman).

I don't want to go on about where we've been or where we're going because everyone does that; and we haven't been far, nor do we intend to go far due to our role as trials vessel for new weapons systems. But, I must mention our visit to the City of Bristol in October, for the ceremony granting the ship the Freedom of the City, yours truly being a member of the Magnificent Colour Escort. It was a fantastic run and luckily the local police were on our side. This probably accounts for the fact that everyone left with the same amount of hooks and badges as they had when we arrived. Roll on our next visit.

"Golly" said CCY M. A. Ford (FA Coach) (are they a branch of Southdown???) "Don't put my name in that article because everyone will know I'm at sea again and think "Blimey! He don't half dip out!". "Of course I won't Chief" said I (coz I'm a lying . . . !!!).

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IN YOUR SPARE TIME

RNR

HMS BULWARK

by R. S. Moyle

Since our last entry we have almost completed our refit. We moved back on board on 31 October. Our stay in Drake Barracks was much enjoyed by all, the amenities being much superior to those we have onboard—although most of the victualled members found the cost rather heavy.

All those who are about to join are welcomed with open arms—not to worry, we have all been through it; that's where the twich comes from. To all those leaving "Bon Voyage" (or in English. how did you wangle a draft before me?).

We sail in February or early next year whichever is the sooner. So you can see, we are as sure as anyone about the timing. By the next edition we hope to have some salty sea stories to tell, so until then happy sailing or barrack stanchioning wherever you are.

P.S. What will we do without the Marines?

95 CDO FOU RA

by LRO Booth and RO1 Smail

This small chapter is in case you in the sparker world of the big blue yonder forgot that we existed. . . . The Royal Navy detachment in 95 CDO FOU RA comprises CRS Jones, I/C RN, CRS Bryant, LROs Chadwick, Watson, Booth and Deane, and ROs Smail, Foy and Thomas. All are very fit (parachute/commando trained) and some are also diver trained. As part of the Unit strength we take part in many exercises both home and abroad each year, some of the countries we have exercised in this year include Norway, Denmark, Germany, Cyprus, Sardinia, Greece, Malta, Philippines, Malaya, Australia and of course many in the UK itself.

Unlike you normal sparkers we wear 'Khaki and Green Berets'. The unit is split into 'Forward Observer Parties/Troops', each consisting of five men, one of whom is the RO. Our job is to observe and direct both naval and artillery gunfire and also aircraft strikes if necessary. To accomplish our jobs we may be parachuted in, land from submarines, landing craft or helicopters and march many miles or days if necessary through all kinds of terrain with our very heavy packs.

The unit has two permanent parties stationed abroad, each consisting of four army personnel and the RO.

So if you fancy a change of life and are reasonably fit, not afraid to jump out of a fully serviceable aircraft at 800 feet, walk 30 miles across Dartmoor in six hours, live in the back of a land-rover for a week in mid-winter, come and join us; we need people like you to take our place. RNCP 15 para 126 refers.

As you can see we are in existence, drop in and see us any time you like. If you have any queries on NGS, just give us a ring at Poole, ext 294.

HMS CHICHESTER

by RO2(G) Tucker



THE COMMUNICATIONS STAFF

Back L to R: RO Parks, RO Hankey, RO Marshall, RO Mitchinson, RO Tucker, RO Jones, RO Paine

Front L to R: LRO Fitzsimons, Lt Plugge, RS Barwick

Having been Hong Kong Guardship for the last 20 months we have been kept busy exercising, community relating and typhoon evading, which is the bug-bear of all RA's.

So far this year we have visited Manila and Singapore (twice), once for a Work-up/Sea Inspection. (We were given a good inspection by HMS *Fife*). We exercise with our American friends, numerous days are spent local running and exercising with any ship, aircraft or tortoise within 400 miles of HK and things aren't as cushy as people think. We have our last trip of the year coming up in November when we visit Bangkok, Singers and Medan, taking *Wolverton* and *Monkton*. This will be the first of the HK/Singapore Guardship swaps with HMS *Mermaid*.

Comms wise in HK we are on good terms with the RNCOMMCEN and *Tamar* MSO who provide a good service. We have, however, one drip; and that's the amalgamation of B11F and B41HK, why did they take our own private broadcast away, instead of the usual 50 or so signals a day we now get anything upwards of 200! Seriously though we find it a vastly improved broadcast in all respects.

The social life is, at times, hectic. Stag nights, bar and pool parties figure prominently in the entertainments guide. We VM's are trying to figure out how each Jenny Wren has three birthday/bottle parties a year. However the highlights of the year are the Guardship Balls where such ballrooms as the Hilton Mandarin and Peninsular hotels are graced with our Nureyev type gyrating, and last but not least we have the grand old Anglo Saxon art of trapping.

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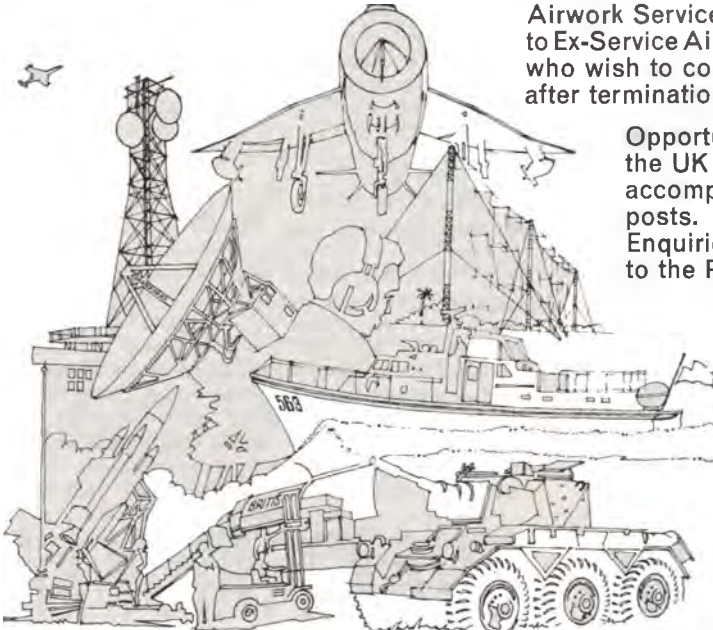
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HMS DEVONSHIRE



LRO Goodbody, RO2 Jeffery, RO2 Monks, RO1 Davey, LRO Wilson of HMS *Devonshire* in the French Quarter, New Orleans

Getting an article for *THE COMMUNICATOR* from an RO is like telling him that he has an extra middle watch—you are suddenly unpopular. Well, the only way out is to sit down and do it myself. Chances are that when I have sent this one off some 'bright spark' will arrive at my cabin door with a draft article, or is that wishful thinking?

Well, the ship has had a pretty full programme since we last submitted an article, some nine months ago, having taken part in six principal exercises, visited Toulon, Bordeaux, Malta, Gibraltar, New Orleans, Virgin Gorda, St Lucia and San Juan. Our last visit was by far the most rewarding though and that was to Cyprus where we took part in the defence of the British Sovereign Bases, during the recent troubles. In our five weeks there we struck up a good liason with the RAF Signal Wing, exchanging visits and learning how the other half lives. We like to think that in all the exercises we have taken part in we have given a good account of ourselves and although we haven't pleased everybody all of the time we have pleased everybody some of the time.

It is interesting to note that fifty-six percent of our staff consists of JRO/RO3 "first ship" men and that is a pretty hefty chunk out of any staff. It must

be the same in all ships so we aren't unique and that means that a Fleet problem must be the lack of skilled operators afloat today. We have carried a Flag and that in itself is a real trier demanding much from the skilled operators by way of keeping their eye on the 'freshmen'. So what about the JRO? I would say that the ideal JRO is one that learns quickly with as few mistakes as possible, meaning none at all if this can be achieved. However, it is not that easy because our JROs invariably get thrown into the deep end as soon as they arrive onboard simply because there is no room for passengers. We have not got facilities to allow a three month settling in period for JROs, nor can we allow a JRO to make mistakes during his first two months afloat whilst he learns his trade. No Commanding Officer is going to accept second best whilst his operators become proficient and no communications staff would ever entertain such a thought. It is a fact that a JRO will inevitably find himself watchkeeping as soon as he arrives onboard and working long hours. By long hours I mean a three watch system and possibly a two watch defence system during exercises. I found that most of my JROs did not know what to expect when they joined and were surprised by the hours



Devonshire's SCO "Communicating" and some of the boys with Miss Gibraltar

worked. Perhaps *Mercury* could give them a few words on this subject before they depart for the wide world.

Has anyone noticed the number of LROs(T), and even CYs, manning SPs? No wonder many of our RO2s are poor operators. Our policy is to put a JRO on a light and let him get on with it and we apologise for any agonies we may have inflicted on some of our consorts. However, it is our gain in the long term and this must be remembered. An example of this is the JRO that could only read flashing letter by letter but after six days of exercises he was able to read a complete signal word for word (with a little prodding from CCY Jackson). This then prompted another JRO to try and catch up with his counterpart . . . we now have interested JROs.

We have many new faces since I last wrote, in fact, too many to mention (thanks to trickle drafting). Trickle drafting, I guess it is here to stay but it certainly has played havoc with our staff, so much so that it now bears no resemblance to what it was a year ago, twenty six changes having taken place. Give me the days when a staff joined a ship as one, worked up together and, as a team, saw a commission through. Perhaps it will come back because life seems to move in circles.

The following is part of the text of a signal received in *Devonshire*—"PROGAGATION PRE-DICTIONS A/*&& ??M KL) WITH MARXEL*—TO CVR£ &FD&" "TOWARDS THE &&K£L OF —"@ &&RIOD COMMUNICATIONS WI@£ BE GOOD. . . ." They weren't kidding!!

It is now refit time for the good ship *Devonshire* and having been run hard for the last twenty months she is now enjoying a good 'going over'. For some the refit will be welcome and for others a bore but, like men, ships get tired and in the end when the present untidiness is just a memory and

the work up is over it will have all been worth the effort.

To all communicators we say CHEERS. Stay on top and smile—you may be on Candid Camera.

HMS ENDURANCE

A few years ago the Admiralty Board decided that they would replace the ageing *HMS Protector* by a brand new icebreaker in order to continue the Royal Navy's commitments in the South Atlantic and British Antarctic Territory. However, because of the financial squeeze at the time, the icebreaker project had to be abandoned and the Board sought an acceptable and cheaper alternative. Lieut Cdr C. J. C. Wynne Edwards, RN, who had served in *Protector* and had seen some of the 'Dan' ships at work, put forward a proposal that the Admiralty Board should purchase one of these ships from the Danish company of J. Lauritzen. This proposal was eventually accepted and the *Anita Dan* was bought in 1967 for £300,000.

At the start of her conversion for her present role she was 11 years old, 290 feet long with an ice-strengthened hull, displaced 2,900 tons and was powered by a single diesel engine. Her superstructure was amidships which was convenient as a hangar and flight deck had to be built on her after end. After conversion by Harland and Wolff, Belfast, her length had increased to 305 feet by the flight deck overhang and her displacement to 3,660 tons. The main alterations, apart from building the hangar and flight deck for the operation of two Whirlwind Mk 9 helicopters, were to increase the electrical generating and fresh water producing capacities and to install additional accommodation, storerooms and workshops in three of her four holds. She was also fitted with specialised equipment for hydrographic survey work, additional radio equipment in a new office, and was given two



HMS Endurance in the Antarctic

20mm Oerlikons. As much as possible of her previous equipment and structure was retained, which means that the ship has automatic steering, merchant ship interior fittings, and is generally designed to operate with a minimum complement. The conversion took eleven months and cost 1½ million pounds.

The ship was commissioned on June 27, 1968, and re-named HMS *Endurance* by the Hon. Alexandra Shackleton, grand-daughter of Sir Ernest Shackleton, the great Antarctic explorer whose ship *Endurance*, after which HMS *Endurance* is named, was crushed in the Weddell Sea ice in 1915. HMS *Endurance* was accepted for service in the Royal Navy on June 29, 1968, after sea trials in Belfast Lough.

The ship's complement is 15 officers, 25 senior rates and 81 junior rates including a Royal Marines Detachment. Her tasks are:

- (a) To provide a British presence in the South Atlantic.
- (b) To support the British Antarctic Survey.
- (c) To carry out hydrographic surveys in the British Antarctic Territories.

After further trials, work up and the first major storing, HMS *Endurance* sailed for her first Antarctic season on October 8, 1968.

FOREST MOOR

by RS's Cadwellender and Hubbard

Situated 10 miles north of Harrogate, Yorkshire, and at least 50 miles from salt water, Forest Moor offers the ideal escape from humdrum shipborne life. Some 60 of us enjoy the pleasant countryside of the Yorkshire Dales and the FRESH northerly air and at times waste an hour or so watching the seagulls alight on our own private lake (waterlogged football/cricket pitch) for we do have our fair share of rain.

Forest Moor is the central receiving station for all UK RN terminated Defence Communication Networks and MRLs. As such we are responsible for ensuring that all terminal equipment and receivers are available to provide adequate facilities for the passing of traffic. We have no means of interrupting traffic flow (except by removing a receiver from a circuit) and act solely as a "through" station. The station is run on a 5 watch basis, which, to many who join our ranks is faultless as it provides time for leaves and day-man periods which make a welcome break.

A watch consists of 1 WE senior rate, 1 WE leading rate, 1 REM and 1 or 2 communicators. The communicators primary role is to run the MSO, transmit and receive traffic on DTN,



JANICE RAYMOND

apply himself as a bunting by distributing signals (a blanket dist in Forest Moor being 7), and checking UK Ratt Ship/Shore receivers and the paths to Whitehall. During the course of his watch he will also monitor the various broadcasts, checking baud speeds, distortion, and frequency shifts, plus measuring the upper and lower tones; the only thing he can't do is print it. To the uninitiated all these tasks may appear to be a technicians job, but after a very few hours it comes as second nature to most communicators at Forest Moor. Even though these tasks are designated to the RO of the watch, it is not unusual to see the REM of the watch receipting for a signal on DTN whilst the RO patches a DCN on the PJF (which must be the second largest in the world). Sparks can make himself very useful to the Chief of the Watch in many tasks, and during his time here will improve his technical knowledge tenfold.

Another facility is the COMAL. These are conducted by RS Cadwallender, who has the distinction of being able to advise the technicians with a fair amount of certainty what is wrong with their equipment, advising them on the location of the fault, and in many cases suggesting a remedy. The added refinement is that a film may be taken, which when developed and analysed can actually show a fault, and also show what happens when a fault is mixed with ionospheric conditions to create poor communications.

There are facilities here for all major sporting activities; football and cricket being predominant. Both teams have plenty of opportunity, the cricket team being in two leagues, the Nidderdale Evening and Yorkshire Services. Badminton and Squash are available through the kind co-operation of local civilians and Service centres. Tennis and Volleyball courts are situated on camp and the local area has several good golf courses.

Socials are held by both Senior Rates and Junior Rates. Both messes are well supported by the local population, who in turn invite us to many of their functions. The one setback is lack of public transport, so, if you are considering putting Harrogate on your DPC's, a bit of sound advice. Pass your driving test and obtain some form of transport.

HMS HAMPSHIRE by LRO(G) Payne

Since our previous article *Hampshire*, after a well deserved leave in Portsmouth, sailed for pastures new.

To our delight *Hampshire's* part in Exercise 'Northern Merger' was cancelled and instead we were detailed to relieve *Ajax* at Cyprus. We arrived in early September and assumed the duties of CTF 321 from *Ajax* taking over MRL8.

A few days after *Ajax* had sailed for a rest in Malta, the RAF COMMCEN must have had a bit of a problem as for some unknown reason they came up on the MRL and asked are you *Ajax* or

Hampshire? We dread to think what would have happened if we had replied neither we are *Kent*!

Although Cyprus is very quiet (at least where we were) and all sunbathing and swimming and the occasional beverage, I think everyone was glad to leave, but thanks to Cyprus we evaded the throes of the Cold North and 'Northern Merger'. After a few more calls in the Med and exercises with *Ark Royal* we return to UK for another well deserved leave before our deployment in January 1975.

We would like to thank the OIC COMMCEN Lascaris for his interest in our previous article regarding the lack of an LF component on the Malta Broadcast, which proves people do take notice of what is written in *our* magazine.

On receipt of the new edition of the BR222 and after brief inspection, the staff are generally agreed that it is a great improvement on the previous one but I don't know when we will find time to read it all.

A saving of time/postage was almost achieved by sending this article direct to *Mercury* on MRL when doing trials-operator training in the Malta areas. However prevailing conditions/time were against us. A live circuit between ships of the Fleet and the Signal School can only be of benefit to both parties.

HMS JUPITER by RS Taylor

Having returned from the pleasures of a World Cruise to a spell in UKLAND, we now find ourselves back in sunnier climes, namely the Med. What with Captain F departmental inspections and preparing to take command of the Naval On-call Force Mediterranean, we find ourselves kept reasonably occupied. We are looking forward to gaining a lot of experience with this, the ninth activation of the Force. With an Italian, a Turkish and of course one of our 'Elmer J' friends we expect to keep up the pressure.

Staff-wise our Royal SCO having departed to eggbeaterland, we now have Sub Lieutenant Webb as our boss.

We will be home for a spell at Christmas, which will be a welcome change, though the ensuing weather doesn't sound at all appealing. May I close by saying from all of us to the stanchions of *Mercury* 'Go to sea young man', and to the old stanchions of Whitehall 'Where did you find all those buttons?'—Congratulations though.

As the new box of juniors become surprisingly efficient may we wish all communicators everywhere a smashing Crimbo and a Happy, sea-going, New Year.

ROYAL YACHT SERVICE

Who was the LRO who (a little while ago now) explained at the Commander's Table that he had requested to join the Yacht because 'you meet a better class of people'?



Helicopters from *Hermes* in action during the Cyprus operation

HMS HERMES

by CRS Bloomer and RS Adams

CYPRUS: Is that a four lettered word? It was to numerous members of the ship's company who were on their way home after a 6 month absence. We had done it all before, but this time, the 'exercise' was the real thing. All the previous hard work was being put to practical use.

We received the signal to proceed with all despatch when we were passing Gibraltar. With a quick vertrep of men and stores off Malta, we shot off to Cyprus at 25 knots (no worries about fuel consumption). This started a deployment which will remain in the memories of all *Hermes* communicators for years to come. Everyone settled into the two-watch system, smoothly utilising the satellite, MRL 8 and intership Ratt. We were joined, off the island, by *Devonshire*, *Rhyl*, *Brighton*, *Andromeda* and *RFA's Olwen*, *Olna*, *Regent* and *Grey Rover*. FOCAS flew on board and with him came an increase in traffic load which pushed our two-watch system into a one-watch system at times. The organisation worked well until we were despatched to Kyrenia to evacuate all the non-Cypriots when one watch spent 36 hours on in the MCO. The remainder turned out to help the evacuees on board. Many of our youngsters were really moved when women, old enough to be their mothers, wouldn't let them go once they were safely on board. There was no doubt that they had been through a harassing time before being rescued.

Cable and Wireless (*Hermes* style), was set up by RS (Easy Rider) Bennett and the CW operators (two in number), namely FCRS Mathews and LRO McPheat were in their element. Approximately 400 telegrams a day were sent to UK informing relatives and friends of safe arrival. Mr. Mathews was heard to comment on the numerous blisters on his fingers which will be, no doubt, the talking point of the Radio Ham world for years to come!

We departed for Dhekelia area to await further instructions and the buzz went around that we might be departing for colder climes. This, in fact, was confirmed two days later when we handed over to *Devonshire* (perhaps the fastest on record?) and retraced our steps to UK. The loss of holiday deposits were not too badly missed except by LRO Collins and his opposite number at Butthins. Also, we actually logged a real 'Jocomex' with 40 Cdo . . . AND IT WORKED!!

Following the Cyprus 'saga', we steamed back to Devonport for a 6 week AMP/Leave period. Approximately one third of the Communication Department changed around and, on sailing for Exercise 'Northern Merger', we had numerous new faces (mostly of the JRO variety) to fit into the organisation.

Considering that we only have 42 souls, G and T, things began to get a trifle 'hairy' when running at full pitch. Our traumatic periods were being run in two watches for 10 days trying to combat events like rough weather, biffers and communal duties! (Someone, somewhere, please

**HMS *Hermes* entering
Copenhagen on completion
of Exercise 'Northern
Merger'**



open a new box of communicators). Towards the end of the exercise, coming on watch resembled a training course for a mountaineering expedition and entailed clambering over enormous piles of traffic to go, traffic gone and traffic coming in. Edgar Rice B. would have been proud of our agility in 'Tarzaning' through the office via light fittings, pneumatic tube system and CCX board. We all heaved a sigh of relief on reaching Copenhagen for our jolly. The work-load remained at its constant high level, however, as we were 'volunteered' for ship-shore duties. The latter because of our satellite capability. What had been overlooked was the 'wooding' problem, and consequently we had to revert back to the good old MRL 1. It worked quite well but was, inevitably, subject to the whims of the ionosphere; something we tend to forget using Skynet 5.

In lighter vein, before commencement of the exercise and due to 40 Cdo RM being ashore in Cyprus, we called in at Rotterdam to collect No. 1 ACG of the Dutch Marines. Their particular brand of easy-going familiarity soon broke the language barrier and, eventually, they were an integral part of the amphibious scene. Rotterdam is also well remembered by our own tame Irishman (who isn't quite) who lost his head, and his teeth, in a mind-bending run ashore!

Looking ahead, or as far ahead as crystal balls will allow, the ship returns to Devonport Dockyard on the 5th December having slogged through Navcomex's/Jocomex's/HFD F's and JMC 74, via such interesting places as Cherbourg and, wait for it, Rosyth. What the future holds in store in the New Year remains to be seen, but, if the tentative programme stands, get your volunteer chits out!

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HMS HARDY

by CY Strange

As the saying goes 'There are not many left'. I refer (of course) to ourselves and the other type 14 frigates with whom we work HMS *Dundas* and HMS *Exmouth*. HM Ships *Torquay*, *Matapan*, *Penelope* and *Apollo* (Capt F2) complete the 2nd FS.

Our days are taken up by Portland running, with the odd 'great run', the last being Cherbourg.

We are kept very busy, and with a small (but cheerful) staff, training is somewhat difficult to fit in. However FF10 bogies are met easily enough. We carry the current NATO Teletype champion (A/RO2 Kenny) and still hold the Second Frigate Squadron Communications Trophy. The Divisional PO is proud of his lads even if he cannot always show it.

We have just finished 'Britex 74' with the French and Canadians. We were introduced by our good friends in HMCS *Skeena* to the mysterious FALCON code. Extracted for your erudition (juniors may transmit to seniors with caution), are:

- Falcon 1 ... You should at least try to give the impression that you know what you are doing.
- 2 ... If you think your next evolution is going to be equally disastrous please give me advance warning.
- 12C ... If you think that was bad wait until you see me FIRE MORTARS.
- 23 ... You should go places. Start immediately.
- 35 ... Regulations are a crutch for the weak, an excuse for the lazy, a benefit for the ignorant, a guide for the incompetent and are there to be broken by anyone else. You are to stick to them!
- 40 ... Mountain erected, take 126 action on missing molehill.
- 46 ... Your last message is not understood, but do not bother to explain.

(Copies may be obtained from the Yeoman by written application. The price is three useful telephone numbers in any UK port.)

HMS INTREPID

by LRO's Dyer, Anderson and Warburton

To the amazement of the ship's company and relief of the dockyard we have now moved from 14 lock to MSJ where our silhouette will confuse readers of JAMES FIGHTING SHIPS, the upperdeck being festooned with 'Irish climbing tackle', and will be for a few months yet to come.

After countless forays in the dockyard and on other ships, begging, borrowing but usually stealing we now have the most unique, self-designed aerial rig in the fleet, and a self-taught trapeze act, (aerial rigger), if it works it will be a miracle!

Drafty having done his duty, we now have a full complement of communicators plaguing the Admin chief (CCY Abbott) and an RM Sig Troop, headed by WO Logue, whose introduction to shipboard life was a regulation chipping hammer and paintbrush—they are now pulverizing the flagdeck under the watchful eye of Yeoman Newbould.

CRS Rickard, whose only crime was that he was available, has the unhappy task of wresting the MCO from the clutches of the REM's and Dockyard. He is at the moment using an adding machine to calculate how much he owes Pusser in lost stores.

The Captain has informed us that if the Navy can find the money we will be vacating MSJ in January and heading for warmer climes, but the general consensus of opinion is "we'll believe it when we see it".

AUG 74

CRS: "Only one month to go now, we'll soon be going to sea. I hope these lads joining soon are switched on, they are not going to have much time to get used to the gear before we go to Portland. When are you going to make a start on the aerials Hooky?"

LRO: "We are still waiting for some stores chief—probably next week!"

CRS: "OK Hooky."

SEP 74

CRS: "One more month to go now lads, how are you settling in?—what no plugs in the sinks—don't worry the chippies will get them done by the time we go to sea! How are the aerials coming along hooky?"

LRO: "OK chief, but there's still scaffolding around the masts—probably next week."

CRS: "OK Hooky."

OCT 74

CRS: "So we're not going to sea until the end of the year, perhaps a run in Gib before Christmas. What's up now lads? Oh! you've got the sink plugs, but no water, well if you go on the jetty look North, there's a dockyard latrine about 200 yards up the road. Worse things happen at sea. How's the main roof coming Hooky?"

LRO: "OK chief, but we can't get the Radhaz keys—the greenies want them for the radar—probably next week."

CRS: "OK Hooky."

NOV 74

CRS: "That's right lads, Weymouth is a good run around Easter—don't be cheeky, Easter 75 of course, and moving from 14 Dock to MSJ does not count as sea time! How are the aerials going Hooky?"

LRO: "OK chief, we've got them up but cannot test them until they've sorted the gear snags out."

CRS: "OK Hooky."

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HMS KENT

by RS Gibson

This, our first article for quite some time covers our first 'foreign leg' which as 'foreigns' go, turned out to be most enjoyable.

It started on December 3 '73 when we sailed for that island in the sun—Gibraltar. Here, along with Guardship duties and a couple of defects, we stayed for eight weeks. Christmas and New Year were celebrated by all and turkey and chip 'Banjos' became a regular order in a reputed 'carry-out'.

We eventually sailed for the West Indies on February 7th. Exercises were imminent, including 'Safe Pass' and 'Springboard' and on arriving at Puerto Rico one sunny forenoon we were unexpectedly 'honoured' by FOF1 and his staff arriving onboard for the duration of the exercises. Teleprinter rolls came up from the store the same afternoon. An American PO Comms also tagged along and he was very useful as an advisor on American routing and message formats.

Exercises and wash-ups complete, we set out for the sun and bright lights. *Kent*, *Bacchante* and what was to be our 'lap-dog oiler'—*Tidepool* pulled into Bermuda having visited so far, San Juan, Barbados and Norfolk Virginia where we said goodbye to FOF1. Next came the Panama Canal and Lima where we were to say goodbye to *Bacchante*. *Tidepool* accompanied us for the rest of our voyage.

It was while we were in the Canal Zone that we reverted from a very shakey C11L to an MRL terminated at Balboa. This arrangement, organised by CRS Champney was to last us for practically the whole trip until we re-entered the canal for the journey home. Although the Marfact signals contained some weird and wonderful addresses, the MRL was very successful culminating in a big congratulations from the US Comms. Commander and a written report to be entered in FLCO's at a later date. We were in fact 'logged in' at an average of 97% which according to the US Commander was better than any American ship could attain. This prompted him to ask for an aerial diagram, and equipment used by the ship.

Still on the west side of the States we entered San Diego, California for a five week AMP. Practically the whole ship's company went to Disneyland and ardent 'grippu' hunters had enjoyable weekends in Los Angeles, Hollywood, Grand Canyon and many other famous places. The hospitality was overwhelming and we were generally reluctant to leave, but there was more to come in the form of San Francisco, Esquimalt, Vancouver and Acapulco. We were still maintaining the MRL but the termination was changed to San Francisco because of the range problem, still successful however.

San Francisco proved very popular and again the hospitality swamped us. Although after leaving San Fran we had some good runs to come,

the itch to get home was setting in and we had the delightful news that FOF1 was going to inspect us at Gibraltar, four days before we sailed into Portsmouth on July 18. Needless to say our enthusiasm had waned slightly by the time we arrived at Gibraltar but nevertheless it went quite smoothly. The fact that we had had FOF1 onboard previously and we had glowing reports from the MRL were good points in our favour. We were still glad, however, when it was over.

So on the whole we have had a good 'first leg'. Next comes the Med in March so we will have to see. A Merry Christmas and a Happy New Year from all in the Branch.

HMS LEOPARD

by Stan and Rog

Greetings from Happy Jacks Floating Fun Factory, to all you overfed, over privileged sailors wherever you may be. Are we the only ship which is free of the dreaded 'Cockies'? (But we do find the odd scorpion now and then.) Are we the only ship which does 'PATROLS'? You name it we have patrolled it. If somebody should write in and say we are not, and give their ship's name, then we know of another ship to steer clear of.

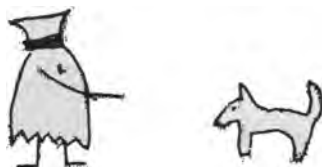
We are just about to complete our Far East Deployment, having only been to Singa's and Surabaja, in your actual FEZ. Our most popular run was Beira with splatterings of Mauritius, Reunion Island, Seychelles, Mombasa, and the Gulf and Bombay.

We are due in Portsmouth in November, and contrary to the buzz flying around the fleet, *Leopard* will not take up station on the Solent Patrol. We lose most of our staff on arrival in Pompey, so if you happen to come across some dejected matelot walking through Portsmouth Dockyard with a kitbag on his back, buy him a drink, cheer him up a bit. After all, it could be you next time.

HMS LOWESTOFT

by J.W.

The ship's programme over the last year has taken us from refit in Gib to Portland workup, Lisbon (for the revolution), 'Dawn Patrol' (for rest and recreation), Sunny Naples and visits to Pompei, Vesuvius, etc. etc. Several return visits to Gib, some of us class it as our Base Port, and two never to be forgotten visits to Aberdeen and Lowestoft where the hospitality of the natives was overwhelming. Even the RS was seen to smile



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once or twice during the latter two visits, but unfortunately the camera kept close at hand to record these historic occasions was not loaded. The present moment finds us en route for the fabled FES as part of TG 317.2 ably led by the Big Box alias the snakey *Blake*. I will not go into details of ports of call as I'd be open to accusations of being on the Staff of Director of Naval Recruiting.

Many thanks to *Blake* staff for the use of their shiny new toy in space to relay our S/S without which we might actually have had to use the highly polished but seldom used morse key in the corner and undoubtedly caused more than one sparker type face to glow a bright beetroot red.

HMS MATAPAN

by Bungy Williams (last of the old commission)
spelling by Dutch Mulholland

For the first time in ten months we rise from the murky depths of 'C' Lock, Portsmouth to the call, or is it the plea, of the Editor for an article from us.

Anyone who has passed our way and looked down from a great height and said, 'Wots that' might be interested to know we are the AUWE Trials ship, which is a UK/US concern, mainly dealing with Sonar, and contrary to popular belief we do go to sea and have not been put in 'C' Lock as a marker buoy to other members of the Grey Funnel Line.

We have been in refit since December 73 and since then there has been a complete change over of RO's on board apart from one who finally yields to Naval Drafting November 8.

During the refit communications have been non-existent and any talk of 'Exotic Visits' from us would be either a good sea story or of a visit to the Hong Kong or Himalayan Restaurants in the Tricorn, but anyone interested in an EVT in interior decorating would be very welcome on-board. (All equipment supplied by us.)

Just to keep the adrenalin in our body going there are unknown Phenomena onboard always looking through our papers to see if there are any courses that might be beneficial to us and even more to them. As for loan drafts, the mention of a forthcoming exercise sends the RA's cowering into dark corners, as the buzz has got around that Matapan is the new name for OXP (it aint true!).

Now that the change over of RO's is almost complete the new team are keen to get the equipment working again which means we have to convince the Greenies they won't freeze while putting the aerals up.

From now on *Matapan* will be on the scrounge around other ships in Portsmouth to repossess the gear so enthusiastically given away by their predecessors. (Ships entering Portsmouth BEWARE.)

6th PATROL CRAFT SQUADRON

by LRO(G) T. Hunter, HMS Monkton

You are probably wondering who we are, well along with our METAL MOTHER (HMS *Chicester*) we form the Hong Kong Squadron, based now and again in Hong Kong.

Usually we day run in pairs (I did not know that two patrol craft could do so many exercises in one week and still have stacks to do in the following weeks). Only once in the last year has the whole of the H.K.S. been to sea together. GREAT for us, six ship manoeuvres and all that jazz. Each patrol craft deploys twice a year to do a quick 30 day trip (RA's qualifying for separation pay) usually in pairs or with Metal Mother and we visit various exotic places around the Far East (Singapore, Indonesia, Thailand, Phillipines, Japan). The staff of the 6th PCS at time of writing consists of the following (G)'s LRO Hunter, RO2 Jones (*Monkton*), LRO Cox (*Wolverton*), A/LRO Jennings, RO2 Cassels (*Wasperton*), RO1 Evans, RO2 Scott (*Yarnton*), RO2 Morford, RO2 Whelton (*Beachampton*). The majority of us are expecting our reliefs' draft chits in the next couple of months and are looking forward to you joining our happy throng, so look out all you shore based ratings!

HMS REPULSE (PORT)

by CRS Mathews

The Editor, giving such pressing arguments for supporting the magazine, has shaken us out of our 'off crew' lethargy to burst into print.

Since our last 'off crew' five of the old members of the staff have moved on to pastures new, and perhaps greener. Lt Oliphant to navigate *Grampus*, Jack Harris to train our new breed (the ROSM) in *Mercury*, Jan Sheere to become RSOW in *Faslane* Commcen with Luigi Bysouth to keep him company, and last but by no means the least, Bungy Edwards to Blockhouse to entertain new submariners with an endless supply of dits.



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After a couple of months at sea we have now settled down to the shoreside of our job and the strenuous tasks of: Off Crew dances, Sports, make and mends, Patrol leave, extended weekends, Visits to Northwood and Whitehall and Careers Offices etc., and when this gets too much for us we relax in the Communications Training Centre at Faslane. The winds of change blow coolly through Faslane but not without creating some little interest and speculation as to what the first of the ROSM's will look like, and will he be able to make a 'Nato Standard' brew with 96% accuracy at twenty cups a minute.

HMS SIRIUS

by Navigator—edited by SCO

At the time of writing *Sirius* is homeward bound after an enjoyable but busy three months in the Mediterranean. The weather was appreciated after the rough conditions experienced during the first half of the year when we were part of STANAVFORLANT.

Our Mediterranean deployment was speeded up by the Cyprus situation and a quick replacement was required as Gibraltar Guardship. We spent approximately six weeks in the vicinity of the Rock, most of it at sea, either exercising in the areas or carrying out surveillance patrol of the Straits and Western Mediterranean. We also had a PWO(G) course embarked for one week and they helped to keep up our high expenditure of bullets. We also had a Harbour inspection by Captain F4 and his staff from *Juno* followed by a sporting challenge programme between *Juno* and ourselves which included Soccer, Tennis, Sailing, Squash, Basketball, Tug o' War, Whaler pulling and of course a top of the Rock race.

On Tuesday September 19 we sailed into the Mediterranean for a goodwill visit to Cagliari in Southern Sardinia. The visit lasted six days during

which time the ship's company managed to sample the excellent wines Sardinia had to offer. Many of the ships Eurocrats could be seen every afternoon in the Via Roma sampling wine and appreciating the scenery which passed back and forth. A small party, LRO's Torrens and Tarrant leading, was despatched to the hills and beaches for five days to make friends with the natives which they managed to do very well.

On return to Gibraltar we were honoured by the visit of His Excellency the Governor of Gibraltar, Marshall of the Royal Air Force Sir John Grandy, who spent a day at sea with us.

During the time spent as Guardship an excellent relationship was struck up with the Third Battalion of the Queen's Regiment and 50 soldiers were able to come to sea with us in small parties.

At the beginning of October we once again sailed East to Malta and met up with *Ark Royal* and *Hampshire* just in time to do planeguard, carry out lots of exercises and catch the first Gregale of the season.

That is life to date and we are still managing to fly our Flag and motto 'NIL QUACKERUNDUM SIRII' . . .

HMS SALISBURY

by R. T., M. C. S. and R. A. K.

By the time this article is issued, we in *Salisbury* should, with luck, be carrying out our post refit trials in the Channel. The trials start in early November and should be completed by Christmas. After a short leave we shall then proceed to spend a few weeks in Portland, getting the cobwebs sorted out.

Since our last article, we have carried out two PRESAILEX days, designed to check that all equipment is working and that the ships company in toto are able to carry out the various evolutions necessary for the efficient and safe running of the ship at sea. They are getting better at it, and



HMS *Sirius* floodlit in Grand Harbour, Malta

after the third one, we should be able to go to sea quite happily.

The staff are being kept busy with practicals, bringing the ship up to standard and lots of sports. It is rumoured that the juniors are now better chippers/painters than communicators, however, we hope to prove this wrong during our visit to FOST.

The month of October brings the second change of our staff (this is not counting the relief, for the relief of the relief of one of our injured!), with CY Macgillivray being drafted to Bonnie Pitrevie for release, his relief being CY Hill, who has joined us from STC *Drake*. The first change was our Navigational Divisional Officer, Lt Parker, being exchanged for a real genuine communicator, S/Lt Talma, who joined us from DCC (that's not Devon County Council!), one of his many jobs includes being the Captains Secretary. So we in *Salisbury* look after the Command from more than one angle.

For our next article, we hope to be able to tell how we fared in the trials, after being alongside for so long (18 months) plus give you any tales which will certainly occur.

HMS WHITBY

by IRO (T) W. J. Dunningham

There are now only 7 shopping days left to Christmas — "FOR SALE" — anyone wishing to purchase one slightly shop soiled but frequently running frigate, should contact M.O.D. soonest—previous owner, a lady who only used it for exercises and work-ups—all mod. cons.,—radio—drinks cabinet—two speed window wipers—partially undersealed.

Yes—the Whitters is about to have her final fling before going for disposal. I'm not sure yet how she'll meet her sad end but I hear there are a couple of maritime museums interested in parts of her vitals.

Late August/early September found us off

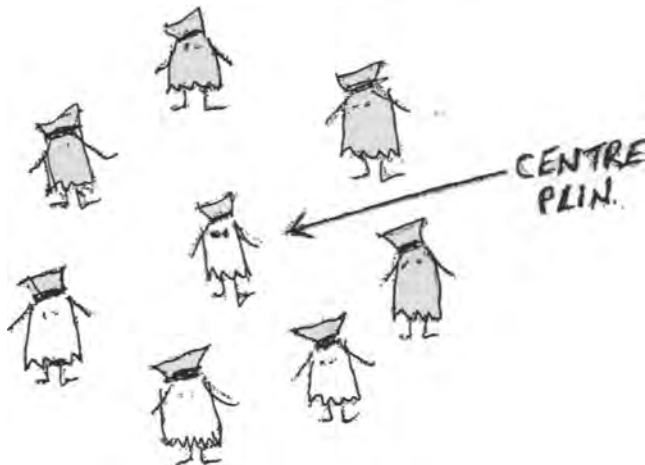
Scotland acting as one of the COQCEX target ships which was pretty hectic going and although we spent three weeks chasing those sneaky, shoot-through submersibles, I'm sorry to report we never did manage to catch one, though I believe we did scare a couple when they came up for a quick flash.

Mid-September we sailed for Norway to join a convoy, which had been specially hired for the occasion, as Convoy Commodore's Flagship/Duty Shepherd (sharing this duty with *Penelope*) for a Magical Mystery Tour of the North Sea during Exercise 'Northern Merger'. This certainly made a change, although as a frigate, I felt we were wasted — the Royal Yacht or perhaps even a survey vessel could have carried out this duty nearly as well as we did.

The biggest problem we had was keeping ourselves busy, but an entertainments programme was soon organised—anything from crib to golf, darts to shooting—which kept us occupied as we wallowed our way through the exercise. Although the convoy was a mixed bag of nationalities, voice circuit problems were minimal, although the following is a typical extract from the log: Received from merchant ship number 12 during foul weather—"I think we are going afterwards instead of forwards" (I know the feeling).

The PXD was held in Copenhagen and any comments from us would be superfluous (I think we were in a different war actually) except perhaps that the visit may have lasted too long—many of us found we still had a lot of week left over at the end of the money.

At present we're propping up Portsmouth Dockyard (comfortably) before heading ourselves South-East (that's left hand down a bit) for a bit of bronzey-time in the Med, arriving back in Pompey in time for Christmas leave, decommissioning and draft. Anyone thinking of bringing stockings round to be filled with flags and paper—please hang them on the Port side of our funnel on Christmas Eve—the missus is short of stockings.



GOING THE ROUNDS IN MERCURY

Captain Signal School — Captain R. C. Morgan

Training Commander and 2i/c — Commander A. H. Dickens

Support Commander — Commander A. G. Rose

Commander Training Support — Instructor Commander P. Jewell

FLEET CHIEF PETTY OFFICERS' and CHIEF PETTY OFFICERS' MESS

Mess President: FCCY P. Underwood

Vice President: FCCY J. Fouracre

Mess Secretary: CRS J. Hilder

Entertainments: WO II J. Doherty

It was a pleasure to see so many present and ex-Mess members in attendance on September 21 for the RNCCA reunion, together with our distinguished guest Admiral of the Fleet Earl Mountbatten of Burma. A very memorable evening was had by all. The Association is recommended to any Chief Communicator who has not yet joined.

The introduction of cinema evenings once a month has caught on well—some say it's like being at sea trying to avoid the rush to the bar between reels. The mess outing this term was to the Cambridge Theatre to see 'A Bit Between The Teeth', although advertised by our Staff Sergeant as a sequel to a notorious American movie, no one was really disappointed to find it was a very funny Brian Rix farce. A similar outing is planned for next year.

We continue to hold a Mess dinner and numerous dances each term, as with most things they are only a success if large numbers attend. So far the support has been good, so keep it up.

On the sports front the Mess has fared better than of late, this being mainly due to the enthusiasm generated by CCY Denning. Congratulations in particular to the combined Senior Rates team on winning the Squadron soccer.

Next term will incidentally be the final fling for many of us on the committee and we promise it will be of the previous high standard. John Hilder looks good for many years yet though and I'm sure he will keep an experienced eye on everything. If anyone joining early in '75 has a special aptitude for the job of Mess Manager let TPA (Mr. Alderson) know, yes, the Chief Stoker is leaving at last. The big night of any year, the Wedgewood Rooms Dinner/Dance next year is on Thursday April 17. Those that have been before know what a splendid evening this is—the message therefore—book EARLY.

For any ex-Mess members living locally who receive their COMMUNICATORS early, a reminder that the Grand Christmas Ball is being held on Wednesday December 18. To those we don't see, the Mess committee, wish you all a very good Christmas and look forward to seeing you in '75.

STOP PRESS. Congratulations to WO II Doherty on his promotion.

PETTY OFFICERS' MESS

President: CY Prince

Mess Manager: CY Durrant

Secretary: RS Lee

Committee: RS Evans, CY Philbin, POREL Bruce

The mess social programme has been much better attended this term even though we have had to start charging for admission. The cost for most of them has been 25p which still makes it the cheapest night out on the South coast. Even though the charge has been nominal this has helped no end towards the financial state of the mess, a fact that has been proved during the current audit.

The entertainments committee is purely voluntary and we can always use more volunteers and more ideas. Many thanks to RS Whittaker (loan to *Ganges*) RS Parsons plus the committee for their sterling efforts (get the pun) on the door collecting the monies and running the raffles, not forgetting to PO Ck and his staff for their culinary delights.

The Christmas Dance this term will be held in the Mess on December 17, the Christmas Raffle at dinner time on the 18th, with, we hope a celebrity to do the draw. Thanks again to RS(W) Perkins for all his efforts in getting the raffle off the ground and sorting out the money and prizes.

Congratulations to the sports teams on their efforts in winning the interpart Soccer Cup and the Rugby Plate, also to CY Jim Jones on coming second in the Watneys darts competition. More competitors and supporters are always welcome, see CY Lord or RS Gaisford for information.

On November 6 (following a Spectacular Fireworks Display on the 5th) the mess hosted the Wardroom, Fleet Chief and Chief Petty Officers, and Senior WRNS Rate messes to an inter mess Quiz in which the Petty Officers Mess team, RS(W) McKeivitt, RS Girling, CY Goldsmith and CY Prince narrowly beat the F/CPO's in the final. Squadron Leader Jenkins and L/Wren Clark set the questions and chaired the contest in a completely unbiased manner. (We were seen off on the South Sea Bubble) Mrs. Dickens, wife of the Training Commander presented the trophy to RS(W) McKeivitt the team captain.

The flashing 'Please Teacher' board was a complete success thanks to POREL's Bruce and Graham. Thanks too to CY Philbin who got the whole thing off the ground and ensured the organisation ran smoothly throughout the evening.

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As usual the Mess Manager was manning the beer pump with splendid efficiency.

The quiz was followed by a darts match which the FCPO and CPOs won by one game because CPO M.E.M. Adam was not as splattered as he looked, so honours ended about even.

As always we have had many 'Ins and Outs' this term. Could Alias Smith and Jones now on the *Blake* please come and take their posters down. A welcome too for 'The Fastest Yeoman in the Fleet' (See visitors' book HMS *Lincoln*) CY Batten, late of *Cavalier* and Hong Kong.

To close the article we must bid a fond farewell to our friends (you know who) who leave us on January 1, it will still be alright to use the mess at no extra cost. Who do we throw abuse at now?

Finally to all our readers, particularly those letting us poor lot sleep safely in our beds (hope its not too rough) A Happy Christmas and Prosperous (you'll be lucky) New Year.

THE MERCURY CLUB

by The Chairman—

CRS(W) D. A. Laybourne

Constitution. The Mercury Club Management Committee has an almost exclusive control of all functions of the Club, its Finances and Discipline. This is a very high degree of responsibility and most of the burden is borne by Leading Rates chosen from volunteers. They have no training and usually little experience of Management or Club Organisation. Therefore, a hard working Committee Member who also shows imagination and enthusiasm, is held in very high regard by the Chairman, as success stems from a reliable and efficient Committee. The present Committee Members are as follows: L/Seaman Emms, LMA Liddell, L/Seaman Williams, LRO(W) Smith, LRO (G) Hill, LRO(T) Marshall, LRO(W) Muir, LRO (W) Caulfield, LRO(W) Peters, Wren Mellor, Wren Rayner, L/Wren Brittle. The Vice-chairman is RS(W) Luke, Treasurer CRS(W) Taylor (shortly to be relieved by CRS(W) Moses), Secretary LRO(T) Carruthers; ultimately accountable to the Support Commander.

Representation. It is the prime duty of the Committee Member to fairly represent his/her constituents at the routine fortnightly Committee meeting. The name of your representative is posted in the Club; this is to give you the opportunity to have your views, suggestions, complaints fairly represented at the Committee Meeting. If you have some item you wish to have discussed, append it to the list of Items for the Agenda, for the next meeting (posted in the entrance to the Club, one day in advance), add your name and then inform your representative of all the details, so that he/she can have your item debated fully.

Organisation. Sub-committees are formed to plan events that are not routine and therefore require more detailed preparation. This procedure allows scope for imagination and variation in Club activ-



SOME COMMITTEE MEMBERS

Back L to R: LRO(G) Hill, LRO(T) Marshall, L/Sea Williams, LRO(W) Caulfield, LRO(W) Smith. Front L to R: LRO(W) Muir, L/Wren Brittle, CRS(W) Laybourne, LRO(T) Carruthers

ity and takes a great deal of weight from the Secretary. To allow only one member to decide and organise a Term's programme, is unconstitutional, and comes under no single person's terms of reference. We now have sub-committees dealing with various Club activities such as: Advertising, Tombola, Ship's Company Concert, Darts Club and Disco, for example.

Disco. Our own Disco has been rebuilt, and is very professionally organised and presented by LRO Hill and RO2 Campion.

Interest. To encourage a closer relationship between the Committee and the Club Membership, sub-committees will include 'interested parties' of any rate, who can provide useful talent, information, or assistance etc. In other words, 'you can help us, to entertain you'. If you have an idea, or useful suggestion, append it to the Notice for Items for the Agenda of the next Committee Meeting.

Programme. With the co-operation of all members, the programme can be made much more interesting and expand beyond the routine Dances and Discos. If you even suggested a Whist Drive; and the interest was there, we would form a sub-committee to organise it. Nothing ventured, nothing gained!

Alterations. Extensive improvements in Mountbatten Block were planned, that would have eventually provided for a separate Signal School Mess (with Tavern Bar, games and TV rooms) and made the Mercury Club, exclusive. However, everyone knows the financial limitations imposed by the present economic events and so those well laid

plans have had to be temporarily shelved. There is some consolation in that we may soon have a wall removed within the Club, which will allow more room for seating, dancing and bar extension.

Honorary Membership. All Communicators serving in ship or shore establishments are Honorary Members of the Mercury Club, and are welcome to use our facilities. If you think you can help enlarge our 'repertoire' of events, please write to the Secretary of the Mercury Club.

Thank you. Finally, may I say a very sincere 'Thank you' to all past Committee members and those nameless people who have provided genuine support.

KELLY SQUADRON

This has been a very busy term with Kelly Squadron in the thick of most things. The numbers are starting to climb once more and we have some 300 Kellys on the books at the moment.

The 'Dirty Dozen' have done an extremely good job this term by painting out a children's home, cleaning a churchyard and putting enthusiastic endeavour where it was most needed.

At the end of this term we say farewell to K2 Lieut P. Stembridge. He has been in the Squadron for 2 years and apart from drafting over a thousand Kellys, and administering the Squadron, has still found time to look after three K1's! He will be sadly missed but we all wish him every success in *HMS Norfolk*. We won't forget *Norfolk* for any loan drafts!

On the instructional front all syllabuses are now objective and the results obtained and the standards achieved continue to rise. The Fleet seem

happy with the JRO/RO3's who are now joining them.

Kelly Squadron keeps on like our motto and we are now preparing for the ROSM and Seaman EW who join next term.

A very successful and hardworking term.

OPEN DAY

On Saturday September 21, Kelly Squadron had it's Open Day. Some 500 parents, girlfriends, brothers and sisters came to *Mercury* to see how the Kellys lived.

The day got off to an inauspicious start and Ceremonial Divisions had to be held in the Drill Shed. The Central Band of the Royal Air Force played bright music for us and had a captive audience during their rendering of 'Those magnificent men in their flying machines'.

The parents were pleased with all they saw and the Fleetwork Trainer and the typing complex attracted a great deal of interest.

The afternoon activities were held in the open air in bright sunshine. The Round Robin Sports were a success with Fife winning and the instructors team being disqualified again! The crossing-the-line display went down very well. Mrs. Morgan very kindly presented the prizes and drew the tickets for the raffle. K2 and RS Walton both surprisingly won prizes!

Eleven of the survivors from HMS *Kelly* honoured us with their presence and expressed their satisfaction with the high standard of the new Kellys.

All in all it was a first class day and the hard work of organisation was amply rewarded.

LOAN DRAFTS

Loan drafting has continued throughout the term and has included Northwood, Pitreavie, HM Ships, *Fife* (2 groups), *Hermes* (2 groups), *Apollo*, *Dundas*, *Torquay*, *Mohawk*, *Danae*, *Soberton*, *Nurton*, *Hardy*. The demand has far exceeded supply. A large number of offers of sea training for those who had completed course had to be turned down because of lack of numbers available. (Note for SCO's: please continue to ask—we will do our best to fill vacant billets whenever possible.)

Other loans have included two to the Sail Training Association, three to JSMTC (Wales) for an Outward Bound Course and 18 to HMS *Excellent* for Ceremonial Duties.

The total number involved in loan drafts this term so far is 106.

LOAN DRAFT TO HMS MOHAWK

by RO3 A. G. Butcher

After completing a six month course at HMS *Mercury*, everyone was feeling very proud about having passed out and qualified RO's G, T and W, but we had not been to sea to put our classroom work into practice. So, by courtesy of K2 and

others we found ourselves en route to Bermuda by RAF Comet to join HMS *Mohawk* for three week's sea training.

We arrived in Bermuda on October 3 and the change in surroundings was so sudden it all seemed unreal. On arriving onboard we stowed our gear into the small lockers and then followed our guides round the ship. That first tour of the ship was rather bewildering but as time passed we found our way around. The first two weeks of our loan we were attached to the various departments to give us a look at everything that goes on in a ship. These included Ops. Room, Weapons Elec, NBCD, Engine Room, Stores, Flight deck and of course our own department. There were so many new things to see and to learn about. The exercise that sticks in my mind most was an 'NBCDX'. We closed down to State 1ZA in order to bring the citadel up to 1.5 inches of pressure. Us JRO's were in the CCR for this exercise and it involved us to the extent of having to wear our gasmasks for just over an hour. Not one of the most enjoyable experiences of our loan draft.

After this look at all the departments in a ship, for our last week onboard we joined up with the Communications Department and started our first taste of watchkeeping. We were given a chance to try our hand at everything, some of which we found very interesting and some rather boring, but it was all experience. This loan draft included visits to Halifax and St. Johns as well as Bermuda, but that's another story. The trip was most valuable to all of us as it gave us the opportunity to see and work in a ship before joining our first proper ship in the near future.

In conclusion, I can honestly say that I have benefited from everything I have done and I think that this sort of loan draft is the best possible method of preparing someone for sea.

(By K2: This type of loan draft is the ideal before drafting a JRO/RO3 to a complement billet but unfortunately it is not always possible. SCO's please note—if billets are available contact K2 in HMS *Mercury* (ext 349) and every opportunity will be explored).

SPORTS REPORT

Of late sport in Kelly Squadron has taken a turn for the better. It is some time since Kellys had much success in 'the noble art', but at the Portsmouth Command Novices Boxing Championships in October this was put to rights. *Mercury* entered 13 boxers and out of these RO3 Hamilton and RO3 Lescott fought their way through to the finals. Hamilton was runner up in the Bantam and Lescott champion in the Welter weight divisions. The overall result was that *Mercury* was placed second in the championships.

RO3 Lescott then went on to win the Navy Novice Championship at Plymouth and was selected for the Navy Squad. Since then he has

had two civilian bouts, winning both.

JRO Muldoon was too young to box in the above tournament, however, he journeyed to Plymouth to take part in the Navy Youth Boxing Championships and emerged as the Youth Lightweight Champion.

A high standard of fitness and skill was shown by all boxers. For this we must give thanks to the dedication and excellent coaching by the trainer, Petty Officer Dolman, PTI.

On the soccer scene *Mercury's* Navy Youth Cup Team, made up entirely of Kellys, was eliminated in the first round. However, they were beaten by a very good team, HMS *Daedalus*, who went on to the finals. Good performances by JRO's Muldoon, Gaze and Moore meant that they were selected for a training weekend with the Navy Squad.

Rugby, too, is having a good season. We have at the moment a promising squadron side which is achieving some good results. The team captain, RO3 L. W. Smith, is doing exceptionally well having become a Command and Navy under-19 player.

Kelly Squadron's crowning glory was the Portsmouth Area Inter-Establishment Part III Trainees Olympiad held at *Mercury* on October 31. Six Establishments, *Mercury*, *Collingwood*, *Daedalus*, *Dryad*, *Sultan* and *Vernon* competed in the following events:—7-a-side Rugby; 6-a-side Soccer; 6-a-side Hockey; Tug-O-War; Volleyball; .22 Shooting, Target Golf, and Cross Country.

By the end of the day HMS *Mercury's* Kelly Squadron had won the Soccer, Hockey, .22 Shooting, Cross Country and Target Golf, come second in the Rugby and Volleyball and fifth in the Tug-O-War. As a result we were the outright winners by 10 points over our nearest rivals HMS *Collingwood*, and RO3 Finan accepted the Cock Trophy from the Captain's wife, Mrs. R. C. Morgan. This victory was achieved by hard work, an excellent team spirit, and superb coaching from the P.T. Staff and other helpers. Well Done all concerned.

EXPED

by Lieut J. Wingett

Virtually the only thing that has altered recently is the name. From October 1 Syllabus Expeds will be known as 'Resource and Initiative Training', Voluntary Expeds will be called 'Adventurous Training'. It is to the latter that I would like you to direct your thoughts.

Adventurous Training! Accent on Adventure. Whilst I would be the last to decry the efforts that some people have made during the last term to get out of the Establishment and spend a few nights under canvas, I would submit that it is hardly adventurous to suffer the rigours of the New Forest in the Autumn en route to an Island camping site or entrust one's life to the fragile craft known as British Rail Ferries that daily ply their way across the Solent!

My dictionary defines adventure thus:—'A risk; a strange or exciting experience; an enterprise'. How then can one become adventurous? What, you may ask yourself, can I do? Have you considered for instance, canoeing? Unless you have tried it you can never understand the thrill of shooting your first rapid and battling with white water. And what about Mountain Climbing, Pot-holing or Parachuting? All of these activities are available to every one of you for little or no cost. Details can be found in current DCI's. Don't wait for someone else to do it first. *You* do it. *You* apply and put the Adventure back into *your* life.

SHOOTING

The opportunities for weapon familiarisation and competition firings in HMS *Mercury* have been extended this term.

The Veteran Longmoor Wednesday firings now consist of the basic SLR range course where the New Entry can qualify for Marksmen. If the rating qualifies in SLR he is given the chance to fire the SMG on the *Mercury* 25 yard range to gain his crossed rifles. So far this term only RO3 Fryer has become a Marksman, but JROs Weeks and Chilcott have qualified in SLR. This however may only have been due to CGI Adams' right boot.

On odd occasions when the firing point is not filled, ships company and landing parties accompany us on our jaunt. A few ratings have made an attempt on the standard range course, but there are no ship's company marksmen to date.

The weekly Divacts provide yet another opportunity for the new entry to get on the end of a hot barrel. This has recently taken the form of training a crack .22 team for the Part II Establishments Olympiad. The training paid dividends as *Mercury* scored 527 with the closest challengers being HMS *Collingwood* with 498. It is nice to see the .22 Olympiad Trophy in its rightful place.

Kelly Squadron have added an extra out-of-working-hours activity to their already comprehensive list. Each term we now hold an inter-squadron knockout competition for the Kelly Shooting Trophy. Three weapons are used—.22 rifle, SMG and 9 mm pistol. The same teams were successful in getting to each of the three finals. These were Kelly Admin and Fife. Fife have proved to be the Champions this term by winning both .22 and SMG finals.

The .22 Rifle Club is beginning to flourish once again, and it is pleasing to record that the number of .22 range supervisors has increased dramatically over the past weeks. These include some old and some new faces to the shooting scene. We are still stoutly supported by MEA Topham and CGI Adams. They are joined by RS(W) Fawcett, RS Pickering, CRS(W) Wood, RS E. A. Jones and RS(W) Thomas who is a complete new-comer to the gunnery world.

RS Thomas supervises the firings for school-

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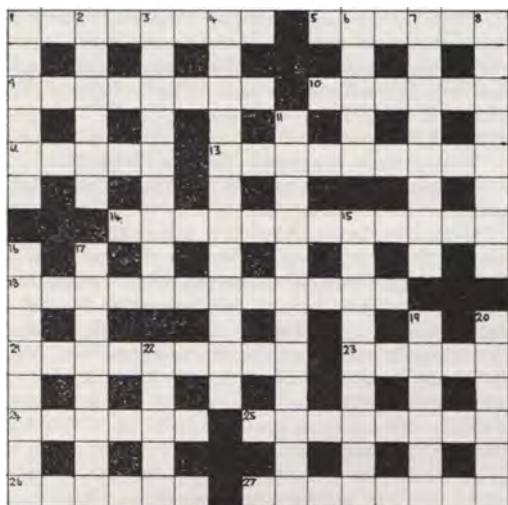
boy acquaint and CCF courses. The firings for these classes always feature as one of the most popular events of their course.

The club has entered the Portsmouth Area Rifle Association .22 Rifle League, in which we have a convincing lead from the rear at the present with nil points. The .22 range is available for use by the club on Monday, Tuesday and Wednesday evenings 16.00-18.00 or lunchtime 12.00-13.15. It is also hoped to begin a .22 inter-part competition on Thursdays during the forthcoming Winter Term.

With the experience gained from the forementioned activities it is hoped to create interest and gain more members in our .22 Club so that we can get back amongst the competition stakes that are worthwhile. Here's hoping to see more new faces at the firing point next year.

WINTER CROSSWORD

by Ann Jewel



CLUES

Across

1. Do away with the gear about the boat. (8)
5. Monumental cumulus clouds hide the powder. (6)
9. Midday on a mountain top? (4, 4)
10. Daubs soft satin about. (6)
12. Annul late entries for the water-course. (5)
- 13 and 23. "That I might sleep out this _____
_____ My Antony is
away."
(Antony and Cleopatra) (5, 3, 2, 4)
14. Trot 'er round 10 ac. for the railway enthusiast. (5, 7)
18. Awards of vessels for the students? (12)

21. Ignore the gnat and hitch a lift to find a covering. (9)
23. See 13 ac.
24. How boring are Americans! (6)
- 25 and 4 dn. "And princely counsel in his face yet
shone, _____."

(Paradise Lost) (8, 6, 2, 4)

26. Continue the act. Let those who will, be
beasts. (6)

27. She wilts as soon as a bird sings. (8)

Down

1. Toothache never hurts with a fruit to chew. (6)
2. The learner is eager to give pleasure. (6)
3. The burglar ran north-east to escape this
threat. (3, 6)
4. See 25 ac.
6. A stray companion. (1, 4)
7. So in two hundred television sets prisoners
hide. (8)
8. Didn't you hear about his dream correctly? (8)
11. The prig has photo inscribed on both sides.
(12)
15. Group pens together in opposing sets. (9)
16. I have a secret nothing can shake. (8)
17. Draw an ant shape and get the bird. (8)
19. Clean your teeth and let the floss help. (6)
20. Put a nail in the vessel for piles of chips. (6)
22. Cultivate an extra acre else nothing will fill
the basket. (5)

(Solution on page 115)

GREETINGS TO OUR ADVERTISERS

The Editorial Committee wish to thank our advertisers for the support they have given to the Magazine during 1974. We hope that 1975 will bring them all great prosperity.

ALL AT SEA

by RS Alner—HMS Antrim

In the gathering gloom, the Sornophone speaker cracked into life, muttered a few unintelligible sounds and fizzed into silence. He reached forward and picked it up. Was it worth another try? He pressed the transmit button.

'Hullo, Chief. You there?'

He waited—twenty, thirty seconds and squeezed the button again.

'Chief, are you there?' trying to keep the worry from sounding in his voice. The speaker stared silently back at him and he threw it back in disgust. Who's bright idea had it been to bring those things along? Always the same, never worked when you needed them.

He peered ahead, squinting his eyes. No good. If anything the fog was thicker than ever—if that was possible. How long was it? He tried to look at his watch. God, it was getting dark quickly. Nearly an hour since the fog had closed in and he had been forced to reduce speed. He had pressed on as best he could, but the fear of a collision had finally made him stop altogether. It was the tankers that frightened him most. So many of them about. He knew in his own mind that the others were just as dangerous but the thought of having to escape through a sea of burning oil filled him with dread.

Not for the first time he felt the panic rising. A cigarette. Thank God he had brought plenty of cigarettes with him. He inhaled deeply, feeling the knots in his stomach loosen and relax.

He knew it had been too good to last. Their little convoy had set off early this morning—just the three of them: Chief and his crew as 'flagship', him following because he was the least experienced, and the others as 'canteen boat'. The outward trip started off smoothly enough but got a bit rough as it progressed. However, they had eventually found their destination and accomplished their mission. It should have been plain sailing on the way back, and if they hadn't delayed their departure they would probably have made it back with no problems. As it was, here they were, miles from nowhere and unable to see a foot in front of them.

He wondered where the others were. They couldn't be far away. They had both been in sight just before the fog closed in. Had they risked it and gone on, or like him, panicked—no, taken precautions—and also stopped? It was all right for them, they were probably used to this sort of thing. Done it all before. He wasn't used to it, hadn't done it all before. Oh, he was qualified and theoretically he should be okay, but he'd only just qualified and after all it was the experience that counted and experience was what he didn't have, so why the hell should they expect him to . . .

The cigarette end burned his clenched fingers and he jumped, cursing loudly as the red end fell

down by his feet.

'That's all I need', he muttered, 'a bloody fire'. He moved his foot and the red dot disappeared in a shower of sparks. Another catastrophe averted!

For the hundredth time he tried to penetrate the cloud around him. Still no good. Superman wouldn't have this trouble. All he'd have to do is switch on his X-ray vision and everything would be okay. He felt himself relax slightly as he thought of the possibilities of having X-ray vision, but was brought back to reality as they rocked slightly when something passed close by. Crumbs, that was close. Probably a tanker. What the hell were they doing ploughing around in conditions like this?

He leaned forward and wiped the inside of the glass with back of his hand. 'Condensation', he muttered to himself. 'The fog's not as thick as I thought it was'. Was it his imagination or could he make out shapes? He strained his eyes and suddenly the fog cleared. There, dead ahead and also at a standstill, was the Chief. He looked back and, sure enough, directly behind him were the others.

'Can't be bad', he thought. 'We must have all made the same decision at the same time'.

He jumped, startled as the Sornophone cracked into life with the words 'bloody battery'. He picked it up.

'Chief?'

'Yeah', came the reply. 'You all right?'

'Of course I am', he said, feeling only slightly guilty.

'Okay, it looks like it's cleared. Let's get moving'.

Full ahead both, he muttered as he leaned forward. The engine sprang to life and he heaved a sigh of relief to be under way again. He pressed the transmit button on the Sornophone.

'I'll tell you one thing, Chief', he said.

'What's that?'

'Next time you organise a trip to a wireless station, I'm coming in your car!'

BOUQUETS AND BULLETS

by Lieut M. T. Humphreys

Although I am currently writing this article from HMS *Hampshire*, by the time it appears in print I will have left her — and the County of — and be safely residing in my new job in Singapore — I hope! Nevertheless I hope that by the time he reads this, my relief in *Hampshire* will know what I knew before I left, that he has one of the best, if not the best, communications staff in the Fleet. Don't get the idea that they are a lot of angels or that they are infallible, they're neither. They make mistakes the same as everyone else, but in the main, from top to bottom they try and when there is work to be done it is done without moans or groans. I would like to thank them all for their efforts during my time onboard and for the sup-

port they gave me at all times. It wasn't easy to do everything that was asked — some radhaz relays with an ancient KH system were almost major evolutions and Harry Tate lashups — but with ingenuity and perseverance a way was always found of achieving the required result.

In the last issue there were a number of items that caught my eye in one way or another and on which I would like to offer some comments for what they are worth.

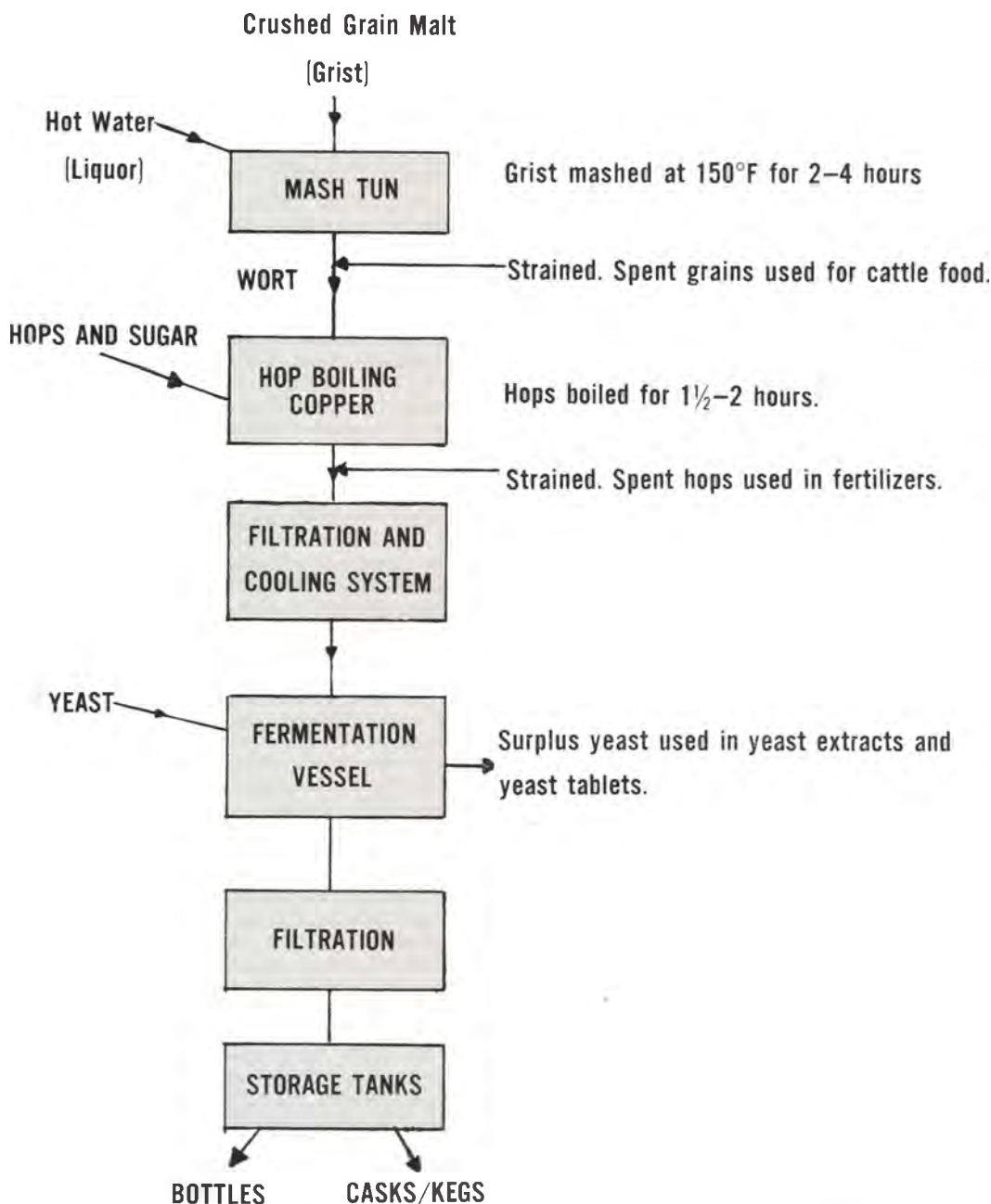
The article headed 'Junior Operator — Standards'. I personally agree with RS Scott of *Tartar* and I believe also that the whole crux of the matter is in the letter's penultimate sentence. 'perhaps the value of continuation training is not appreciated in some ships'. I believe it is appreciated in all ships but to differing degrees. I have always felt and maintained that you only get from these young communicators what you are willing to put in to them. The majority are eager, willing and ready to learn. I know and so do we all, that it's difficult and much patience is needed to keep pounding away with training whilst running an operational ship, and that it is much harder for some ships than others, but it can be done. Training is not the prerogative of the senior rate or the LRO and neither is it tied to a certain period of any day. What's wrong with the RO2 of the watch giving the youngster a simple manoeuvre, a simple routeing problem etc. during a quiet period on watch or getting one watch to set a few odd questions for the next watch and so on? Not only does it help to pass the watch whilst on passage but it gives that bit of added incentive both to the youngster who is trying to learn and to the RO2 who invariably thumbs through the book looking for suitable questions and thereby teaching himself. In *Hampshire* I tried to practice what I preach. I believe that our record over the last sixteen months or so is good. Eighteen JRO/RO3s passed for RO2 and of these two have already taken the provisional exam for LRO and two more are waiting for the next one. Out of twenty-three RO2s and below currently borne, all but two are 'home-grown' and of our outstanding seventeen JRO/RO3s, thirteen have passed for RO2, the remainder except for one being new arrivals. Our standard has been as high as RNCP 15 allows (one of our original JROs is still waiting to qualify for RO2 having failed the exam twice) but one of the RO2s who recently sat the provisional exam said that his paper for RO2 was more difficult. Educationally the staff are also doing well with ten GCE 'O' levels, two LROs recommended for SD and another for commission to SL Helicopter Pilot. But don't get the idea that we don't have problems because on the debit side of the house we have had one rating discharged, three ratings branch changed, two PVR and three more in the pipeline. I seem to have digressed a little but not to worry, one thing I am sure about is that *all* ships carry

out continuation training, its just that some probably do more than others.

Another item was the article on "Communications Management in Ships at Portland". It is all very well Mr Whitehead saying 'if senior rates and leading hands would allow their young juniors to use initiative, their own work load would be easier and the juniors knowledge increased'. I agree. More responsibility must be given to the younger members of the staff if you are to get the best out of them but *not* before they know what they are doing or supposed to be doing and secondly that the mistakes they make *must* be an accepted risk and no head-hunting! LROs are junior managers and *not* superior operators! They are tomorrow's senior rates and must be given the chance to manage just as the JRO/RO3 must be given his chance to operate come hell or high water. Having said all the above, however, can Mr Whitehead enlighten us as to what would happen to or what sort of a report would a senior rate of a ship get who followed the above policy whilst at Portland, his staff continually making mistakes and slowly getting disheartened by pressure from workup staff, SCO and Captain? No senior rate is going to put his head on the chopping block! Very few ships arrive at Portland having had a great deal of time in which to settle down their staffs (we in *Hampshire* were luckier than most) and the pressures of Portland on a young and unsettled/untrained staff can be almost insurmountable unless the senior rates and LROs put in a great deal of time. Lots of things are excellent in theory but in practice they just don't work unless ample preparation is allowed to ensure that people know exactly what they're doing.

The last item I would like to comment on is that from HMY *Britannia* regarding Radphones and kiosks. This could be answered much better by 'X' Section and much more fully, but to my knowledge this has been thought of and if my memory serves me correctly is in hand. I believe the idea is not only to have booths situated near to the communications complex in ships but also to have the facility to put the radphone call through the ship's exchange to individual messes, offices and cabins if so desired. Talking of payment for the radphone man, I may be letting the cat out of the bag but in *Hampshire*, as in a number of other ships, he gets paid by the Welfare fund. Why shouldn't he be paid? He provides a service in his own time — and at some really odd times too — in much the same way as a cinema or SRE operator does and they get paid.

Before I finally dry up (and although I'm not in Singapore yet) may I make an offer to any communicator whose ship will be coming to Singapore during '75 and '76. If you're coming for a DED or AMP and are thinking of bringing out your wife for a holiday, then don't hesitate to write us if you have any problems regarding accommodation etc.



SIMPLIFIED DIAGRAM OF SEQUENCE OF BREWING OPERATIONS

HOME BREWING—PART II

by Lieut A. W. Garton, RN (Retd)

Member of the Amateur Winemakers National
Guild of Judges (Beer Judge)

In this article I shall cover the remaining ingredients for beer making, having dealt with Malt in the Summer edition. A simplified diagram showing brewing operations is also included.

HOPS. The hop is a twining perennial herb in the same family as the stinging nettle. The part of the plant used in beer is the matured cone (the flower) which has been used for brewing for 1,200 years or more, but not in this country. It first came to England from the Continent during the 15th century when soldiers returning from the 100 years war demanded the 'Biere' or (Bere) to which they had become accustomed in the Low Countries. Up to that time the fermented wort (pronounced 'wert') was known as 'Ale' and it was not until the introduction of hops that it became known as Beer. By the 16th century the boiling of hops with the wort was the general practise, and by that time a variety of hops, known as 'Goldings', was being grown successfully in Kent.

During boiling the hop gives off resins, oils and tannin, all of which play an important part in the brew. The resins impart the bitterness, characteristic of our English beverages, and acts as a preservative agent; the oils give a delicate flavour and aroma (who hasn't experienced that delightful piquant fresh smell of boiling hops, whether to windward of a Commercial brewery or in one's backyard with the kitchen extractor going full blast!), whilst the tannins assist in the precipitation of protein matter during the boil. Without the latter a slight haze in the finished beer may result.

The hop cones ripen in August/September when they are picked by machinery. They are then dried in oast-houses, stored, graded, valued, and eventually baled or bagged and delivered to the breweries where they are stored in refrigerated rooms until required. The September's picking have to satisfy the brewer's requirements for one full year so he is quite dependent on the elements — sun, wind, and rain — for the quality and consistency of his brews during the forthcoming year. 1972 was a poor hop harvest, 1973 a very good one which has been reflected in our 1974 home brews.

Like apples, the different varieties of hops carry names. There are 'Goldings' and 'Fuggles' grown in Kent; 'Worcesters' from Worcestershire; 'Farnhams' from North Hampshire; — 'Cobbs', 'Bramley Cross', 'Northern Brewer', etc., etc.; and being grown in different parts of the country, in different soil, their content of resins and oils differ, and so does the flavour of the beer in which they are used. The home brewer can purchase hops in 2ozs and 1lb packets, mainly of the Goldings and Fuggles varieties, but others are available such as Northern Brewer which is noted for its good resin content and therefore ideal for our best bitters and pale

ales. For lagers, Hallertauer and Saaz hops, both Continental seedless types, can be obtained. The hops available at the well known Chemists are blended and are referred to by the established home brewer as 'Hops Anonymous'. They are quite satisfactory for brewing the normal requirements at home. Loose hops take up quite a lot of space so for obvious reasons 'space savers' have been introduced. On the market, firstly there are compressed hops easy to use, quite satisfactory, and bought in 2ozs and 8ozs packets. Next is the liquid hop extract which must be used sparingly otherwise a good brew can easily be spoilt. Lastly, which I have not yet tried, is the hop in powdered form, bought in a small sachet sufficient for 2 gallons.

The hop liquid extract and the powdered form eliminates the process of straining the wort after boiling but neither is a perfect substitute for the real thing. In home brews hops are boiled in the wort at a 'hopping rate' of $\frac{1}{2}$ to 1oz per gallon, increasing for a best bitter and reducing for a mild and light ale. As a general rule, if the beer is stronger more hops are necessary to give balance (it will also keep longer), and the reverse for lighter bodied beers. When brewing your own one can always adjust the hopping rate to suit one's palate, but do take note from brew to brew of the type, quantity, and quality, of the hops used in order to be able to adjust up or down to taste.

Years ago hops were used to preserve, we now use them to give beer a taste — a real beer taste. **SUGAR.** It was not until 1847 that the brewers in this country were allowed to include sugar in their beers. Even today in parts of Germany it is still illegal to do so as German law recognises Beer as a drink made only from malt, hops and water.

Most of the sugar necessary in a home brew will come from the malt extract or from malt grains, depending on which is being used. It will be found that it can be too expensive, and at times laborious, to obtain all the sugar from the malt so some will have to be added in another form. Household white sugar, whether cane or beet, is perfectly suitable for all our beers without affecting the flavour or colour. Demerara sugar is very good for light ales and other light bodied beers but is more expensive than household white; while brown sugars, light or dark, will add a bit of colour and in some cases a little flavour. The breweries use 'Invert Sugar', which is sugar treated in the presence of acid so as to be more quickly and completely fermentable. It is now available to the home brewer but more expensive than other sugars. It is easily made at home by dissolving two pounds of white sugar and one teaspoonful of citric or tartaric acid in one pint of water and boiled to form a syrup. Black and golden syrups are also suitable but rarely used nowadays. Recipes calling for these syrups are invariably relics from the days when sugar was scarce. They also impart a distinctive and discernible taste of

their own. (I always use household white, plain or as invert, for beers and keep my syrup for bread and butter!)

Before the 'Trade Description Act' one could buy 'Milk Stout', the name implying that milk was an ingredient, which of course was not the case. The reason for the name was that the stout was a sweet one compared to the well known dry one (bottled or on draught) and was sweetened by the inclusion of milk sugar known as 'lactose'. Lactose is not fermentable so when included as an ingredient it remains in the beer as a sweetening agent only. It is used by the home brewer when making a sweet stout at the rate of 1 to 4 ounces per gallon according to taste, thoroughly dissolved in the beer either at the boiling stage or after fermentation prior to bottling. It is bought in powder form in 1lb bags.

YEAST. One often hears a home brewer say 'I always use this (or that) yeast'. In my opinion if 'this' or 'that' yeast is not a brewer's yeast, or a good strain beer yeast, effort is being wasted in the brewing with a resultant loss of quality. Baker's yeast is not very satisfactory because it does not settle into a nice firm sediment. It is quickly disturbed in the bottle at the slightest movement, especially when unscrewing a difficult stopper, forming cloudiness and presenting a most unappetising appearance in the glass. The disturbed yeast can impart a yeasty off-flavour, and at times a bake-house mustiness is apparent. A brewery will have its own strain of yeasts which greatly affect the characteristics of the final product, be it bottled or draught, and by keeping some of the yeast after each brew to be used again in the next, an ample supply (with spare) can be maintained. At one time a free carton of yeast could be obtained from the breweries, also a good strain of yeast can be obtained from certain well known bottled beers which the breweries allow to mature in the bottle. No doubt there are readers who can remember the days when a publican poured with infinite care a bottle of Bass or Worthington and ceased to pour abruptly when there was $\frac{1}{4}$ to $\frac{1}{2}$ inch of beer left in the bottle. What was left in the bottle was the yeast sediment, and if one can still get hold of such beers that yeast sediment is ideal for starting a home brew fermenting (drink the beer of course and put the sediment to good use, and repeat the process with your own beer).

Yeast used in this country for all beers except lager are first fermenting and known as *Saccharomyces Cerevisiae*, and those used for lager, and by the Continental brewers for all their beers, are bottom fermenting, known as *Saccharomyces Carlsbergensis* (discovered in the Carlsberg laboratories). Yeasts for fermenting the different types of beers are available to the home-brewer, and as most off-flavours and poor bouquets originate from unsatisfactory and bacteria infested yeasts it is worthwhile obtaining a good beer strain. Do not try to cut corners with yeast. If in doubt about its freshness,

its type, its age, do not use it. It is much cheaper, and less frustrating, to throw away a few pence worth of yeast than having to pour down the drain 4-6 gallons of undrinkable yeast-tainted beer. I know, I have experienced it! After the malt grains and hops have been strained off the beer, known as the 'wort', it is left to cool to about 70°F when the yeast is added, stirred well in, and left to ferment. In breweries the yeast is pitched at a temperature of 58°F to 61°F depending on the external atmosphere temperature, the type and specific gravity of the wort. Lager worts will continue to ferment as low as 42°F and be better for it. After about 24 hours fermenting a white froth, mixed with a dirty brown substance, which is made up of yeast, protein matter and impurities, form on top of the wort. This should be skimmed off and thrown away — if left to sink to the bottom it may give the beer a nasty flavour referred to by brewers as 'yeast bitten'. This skimming is repeated as necessary. The fermentation should continue for 4 to 5 days but has been known to last as long as 9 or 10 days, and as short as 2 to 3 days. This variation depends upon a lot of factors, such as temperature of the ferment, sugar content, specific gravity at the start, type of yeast and its resistance to alcohol. If the brew appears to be taking too long to ferment out just accept it. Do not get impatient and bottle it before it is ready — this can be disastrous, but more about bottling later.

Beer yeasts are available to the home-brewer in liquid form in small sachets sufficient for up to 6 gallons; in tablet form sealed in packs of 4, and in granulated form in packets and cartons of various sizes. The liquid and tablet yeasts may take some time before they start to ferment so it is advisable to activate them 48 hours before making the brew. The granulated beer yeasts will commence to ferment almost immediately, or at least within the hour.

As the yeast can be the making or downfall of a brew my advice is to leave baker's yeast to the baker, wine yeast to the wine maker, and use a good strain beer yeast to obtain good quality beer. **WATER.** (Known as Liquor in the brewery trade.) The salt and mineral content of water varies from district to district and it is the composition of the water which dictates the type of beer which can be brewed successfully. The large brewery concerns of yore erected breweries in that part of the country where the water was most suitable for brewing beer of their speciality. High quality pale ales and bitters are best brewed with water containing a high proportion of gypsum, or calcium sulphate, which occurs naturally at Burton on Trent. The Mortlake Brown Ales and Porters were brewed using the soft waters from London wells, and the famous Stout was brewed in Ireland, again using soft water (but not from the Liffey!). Nowadays the Breweries can produce any type of beer by preparing the water scientifically and they do not rely on the local water for producing their

speciality. Home brewers can also do the same.

In a hard water district no additions to the water are required to home brew light ales, pale ales, or bitters; but to brew a mild ale, brown ale, or stout a water treatment will be necessary as these beers prefer soft water. If you live in a soft water district a water treatment will be necessary to brew light ales, pilses and bitters. Lager by the way is also brewed using soft water. These water treatments, all of which carry instructions for use, are available at the home-brew suppliers.

If in doubt as to the contents of the water in your local district a water analysis can usually be obtained from your local water board, and with a little knowledge of chemistry a water treatment can easily be mixed at home for an outlay of only a few pence.

ADDUCTS. The home brewer will no doubt notice various musty odours tend in brewing. There is flaked barley, roasted barley, flaked maize, maize grits, wheat, rye, brewing flour, just to mention a few, all of which when used in the right proportions add character and flavour to the beer, making it distinguishable from the straight forward malt extract home brew. Although they add a little to the cost of the home produced beverage it is worth while experimenting with the additions to water to

obtain a beer to your own liking and with the characteristics you prefer — nutty flavour, draught, bitter, dry, sweet, etc.

BY-PRODUCTS. Although there are no by-products as such from the brewing of beer there is no wastage in the brewery. After each of the main brewing operations (see diagram) the ingredients used are disposed of to be used again for some other purpose. After mashing, the spent grains are sold for use in fertilisers; and surplus yeast, skimmed off during the fermentations, and the increased amount which is formed by the end of fermentations, is sold and utilised in yeast extracts and yeast tablets, some being retained for subsequent brews.

That concludes my brief explanation of the main ingredients used in brewing, each one being a subject on its own. Several pages would be required to explain scientifically what each one does in the brew so I hope that sufficient has been said in my two articles for any would-be home-brewers to understand the fundamental principles of brewing. My third and last instalment will give recipes for the different types of beer, the methods of brewing and instructions for bottling and serving your favoured pint.

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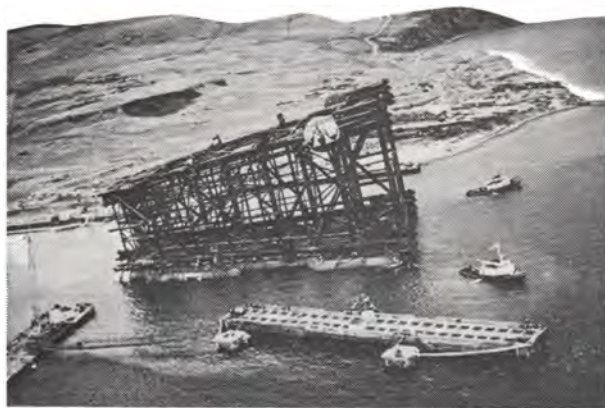
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APPOINTMENTS

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Name	Rank	Whither
Adams, J. M.	Lt-Cdr	Mercury
Adams, J. M.	Commander	MODUK NAVY with ACTS(OPS)
Barnes, R.	Lt-Cdr	Orion
Barnes, D.	Sub-Lt	Mercury
Barrow, G. C.	Sub-Lt(RAN)	Mercury
Bartlett, B. J.	Sub-Lt	SD Officers Greenwich Course
Brown, P.	Lt-Cdr	Dryad
Brown, M. J.	Sub-Lt	Mercury
Brown, J. J.	Second Officer	Staff of CINCFLEET
Chambers, C. G. R.	Lt-Cdr	SCO and FLAG Lt to FOF1
Chambers, C. G. R.	Lt-Cdr	Staff of CINCEASTLANT
Chambers, C. G. R.	Lt-Cdr	Advanced Comms Course Royal Military College of Science, Shrivenham
Croft, W. M.	Lt-Cdr	MODUK NAVY with SAAS
Chapman, M. J.	Third Officer	Orion
Chapman, W. J.	Lt-Cdr	Nain as Executive Officer
Clark, C. H.	Sub-Lt	SD Officers Greenwich Course
Clarke, D. S.	Lt-Cdr	Ark Royal
David, J.	Lt-Cdr	Orion
David, R. K.	Lt-Cdr	Staff of FO MEDWAY
David, R. K.	Commander	MODUK NAVY with DNOR
Edwards, J. C.	Lt-Cdr	Arabic Language Study, ARMY School of Languages, Beaconsfield
Ellis, D.	Sub-Lt	Ark Royal
Etchells, H. C.	Third Officer	President for Careers Training
Evatt, G.	Lt-Cdr	SCO to FO PLYMOUTH, COMCENTLANT and COMPLYMCHAN
Feltham, T. R.	Sub-Lt(RAN)	Mercury
Fields, A. E.	Lt-Cdr	Hampshire
Foot, J. G.	Lt-Cdr	Malabar
Franks, J. T.	Lt-Cdr	Drake
Fry, G. E.	Third Officer	Mercury
Glaser, S. Y.	Third Officer	Orion
Goacher, M.	Lt-Cdr	Mercury
Goach, I.	Lt-Cdr	SCO and DCCO Staff of FONAC
Gwinner, M. C.	Commander	MODUK NAVY with DNOR
Habgood, A. G.	Sub-Lt	Mercury
Howard, D. M. A.	Lt-Cdr	Dryad
Hughes, A. J.	Sub-Lt(RAN)	Bideston
Hughes, A. J.	Lt-Cdr	Kirkliston in Command
Humphreys, M. T.	Lt-Cdr	Staff of RNO SINGAPORE
Ingham, D. J.	Sub-Lt	Orion
Ivot, G. J.	Sub-Lt	Mercury
Jackson, D.	Lt-Cdr	MODUK NAVY with DNS
Jarman, J. R. T.	Lt-Cdr	Staff of FOST
Jeffrey, D. A.	Sub-Lt(RAN)	Kellington
Keane, P. J.	Sub-Lt	Tiger
Kettlewell, N. I. C.	Commander	Rhyl in Command
Killoran, G.	Sub-Lt	SD Officers Greenwich Course
Lang, A. L.	Lt-Cdr	RN Advisory work up team at Bandar Abbas
Leonard, P. R.	Lt-Cdr	Staff of FO PLYMOUTH
Luce, P. D.	Commander	Loan to Sultan of Oman Navy
Miller, A.	Sub-Lt	Mercury

Name	Rank	Whither
NUGENT M. A.	Lieut	Staff of CINCFLEET/CINCHAN/CINCEAST-LANT
O'REILLY D. A P.	Captain	Mercury in Command (17.4.75)
PIKE D. G.	Lt-Cdr	Mercury
ROBINSON M. A.	Lt-Cdr	Staff CINCFLEET as AFCE
ROBSON J. J.	Lieut	Commcen Whitehall
ROGERS M. H.	Sub-Lt	Reclaim
ROGERS J.	Sub-Lt	Mercury
SALT L. S.	Lieut	Dolphin
SAMUEL C. S.	Lieut	Staff of JMOTS
SANDERS C. H.	Lieut	Staff of FOSNI
SHOTTON J.	Lieut	Mercury
SMITH J. C.	Sub-Lt	Mercury
SPENCER S. J.	Third Officer	Lochinvar
STACEY W. L. B.	Lieut	HQ AFNORTH
STEMBRIDGE P. J.	Lieut	Norfolk
STENNING M. W.	Sub-Lt	Eastbourne
SWALLOW D. P.	Chief Officer	MODUK NAVY with DGNMT(DNMT(S))
THRELFALL P. L.	Sub-Lt(RAN)	Mercury
VEAR J. L.	Sub-Lt	Wakeful
WAUGH A. A.	Commander	Hermes as Executive Officer
WILLIAMS R. M.	Lieut	Bacchante
WILLIAMS T. A.	Sub-Lt	Hermes
WILSON G. S.	Sub-Lt	Mercury
WINKLESS W.J.	Lieut	Mercury
WITHERS P.	Lieut	Advanced Comms Course Royal Military College of Science, Shrivenham
WOLLAN K.	Lt-Cdr	Staff of CINCFLEET
WOOLEY R. J.E.	Lt-Cdr	Duty outside MODUK NAVY with DOAE
WORTHINGTON P. E.	Lieut	Staff of FO SPITHEAD

PROMOTIONS

To Lieutenant Commander:

R. A. P. COSSINS
D. JACKSON
S. JACKSON
D. C. SAYCE

To Lieutenant:

G. J. PERRY
P. W. HEATH
A. W. POMPHREY
R. F. VILLIER

To Second Officer:

G. M. GEORGE
J. MULHOLLAND
V. R. MORRISON

RETIREMENTS

Lieut-Comdr J. W. DAUBNEY
J. N. ALLCOCK

Lieut C. S. COLLINS

EDITOR'S NOTE: The following details are for information only. Details will not be placed in this form. Details are given in the order: Ship, Type, Date if known, Commission, Disposal.

Types of ship are as follows:

GS General Sea Service
GP General Service Commission

HSS Home Sea Service
PS Port Service
LRP Long Refit Period

<i>Shovington</i>	..	CMS, October, Rosyth, Devonport	HSS
<i>Hecla</i>	..	Survey Ship, October, Devonport	LRP
<i>Royston</i>	..	CMH, October, Portsmouth, Gibraltar	
<i>Herald</i>	..	Survey Ship, October, Portsmouth, Acceptance	
<i>Salisbury</i>	..	AD Frigate, November, Devonport, Gibraltar	
<i>Zulu</i>	..	GP Frigate, November, Rosyth, Devonport, GSS/West	
<i>Herald</i>	..	Survey Ship, November, Portsmouth, Devonport, GSS	
<i>Brighton</i>	..	AS Frigate, November, Chatham, Pay off at Gibraltar, Same company and flight transfer to	
PLYMOUTH			
<i>Plymouth</i>	..	AS Frigate, November, Chatham, Gibraltar, GSS/E of Suez with ships company of Brighton	
<i>Killicrankell</i>	..	CMS, December, Completes Chatham	
<i>Brighton</i>	..	CMH, December, Rosyth, Gibraltar, HSS	
<i>Kirkcaldie</i>	..	CMH, January, Rosyth, HSS Transfer to 1st MCW	
<i>Charlady</i>	..	GP Frigate, January, Base Port changes to Devonport	
<i>Bulworth</i>	..	LPH, January, Base Port changes to Portsmouth	
<i>Lincoln</i>	..	AD Frigate, February, Chatham, Completes refit East of	
<i>Sirius</i>	..	GP Frigate, March, Devonport, LRP	
<i>Jaguar</i>	..	AA Frigate, March, Chatham, Completes refit at	
<i>Brimona</i>	..	CMH, April, Rosyth, Extended refit at Chatham	
<i>Herrington</i>	..	GP Frigate, April, Base Port changes to Devonport	
<i>Brighton</i>	..	AS Frigate, April, Devonport, Gibraltar, GSS/E of Suez with ships company of RHYL	
<i>Rhyl</i>	..	AS Frigate, May, Devonport, Refit—Ships company and flight transfer to BRIGHTON	
<i>Cuckoo</i>	..	CMS, June, Rosyth, HSS	
<i>Natal</i>	..	GP Frigate, June, Devonport, Devonport, GSS/E of Suez	
<i>Dião</i>	..	GP Frigate, July, Chatham, Refit at Devonport	
<i>Gavinon</i>	..	CMH, July, Rosyth, Extended refit at Gibraltar	
<i>Euryalus</i>	..	GP Frigate, August, Devonport, Devonport, GSS	
<i>Royston</i>	..	CMH, August, Portsmouth, Gibraltar, HSS	
<i>Lynx</i>	..	AA Frigate, September, Devonport, Completes refit at	
<i>London</i>	..	GM Destroyer, September, Portsmouth, Portsmouth, GSS/W of Suez	
<i>Hecate</i>	..	Survey Ship, October, Devonport, LRP at	
<i>Chopatra</i>	..	GP Frigate, October, Devonport, Devonport, HSS	
<i>Argonaut</i>	..	GP Frigate, November, Devonport, LRP at Devonport	
<i>Aurora</i>	..	GP Frigate, December, Devonport, Devonport, HSS	
<i>Minerva</i>	..	GP Frigate, December, Devonport, LRP at Chatham	
<i>London</i>	..	AS Frigate, January, Devonport, Devonport, HSS	

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 FLEET SECTION NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Spring 1975 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
ABLEY W. J.	RO2(T)	Mercury	HENDRY J. N.	RO2(W)	Mercury	ROWANTREE J.	RO3(G)	Fearless
ALDERSON A. W.	CRS(W)	Mercury	HILL R. J.	LRO(G)	Whitehall	ROWNTREE R.	LRO(G)	Norfolk
ALLAN L. M.	CRS	Mercury	HINDLEY K. P.	RO2(G)	Mercury	RUDDLE A.	LRO(G)	Mercury (OXP)
ANDREW D.	RO1(G)	Resolution	HINKS C. J.	LRO(T)	Mercury			
ANSTEE C. W.	LRO(W)	Mohawk	HOOKS J.	LRO(W)	Antrim			
ARMSTRONG E. K.	RO2(G)	Iverston	HOUDSLOW R. R.	RO3(T)	Mercury			
ASKE % D.A.	CY	Jupiter	HUSSEY M. V.	RO2(G)	Falmouth			
ASKEW D. M.	LRO(G)	Mercury				SANDHAM A.	RO1(G)	Mercury
ATHA M. W.	CRS	Mercury	JAMES A.	RO1(T)	Fearless	SAWARD P.	LRO(G)	Norfolk
			JAMES J. K.	RS	Mercury	SCAIFE J. R.	RS	Rooke
BACON R. A.	RO1(G)	Mercury	JENKINS S. T.	RO1(W)	Argonaut	SHORROCKS G.	LRO(T)	Hardy
BALDOCK J. M.	CCY	FOF1	JEPSON M.	CRS	Mercury	SHORT C.	LRO(T)	London
BARNESLEY M. J.	RO2(W)	Mercury				SKELLEY I. D.	RO2(G)	Kirkliston
BARTLETT P. K.	RO3(T)	Diomed	KIRBY F. G.	RO1(G)	Mercury	SKINGLEY G. P.	JRO(G)	Antrim
BELL J.	RO2(G)	Mercury	KNIGHT J. R.	RO2(W)	Mercury	SLATTER J. S.	RS	Mercury
BERNARD W. G. R.	FCRS	Mercury				SMALL S. G.	RO1(G)	Mercury
BOND J. M.	LRO(W)	Mercury	LACEY D. J.	LRO(G)	Eskimo	SMART J. V. M.	CCY	Mercury
BOXWELL F. T.	RO3(G)	Fearless	LAMBERT E. G.	RS	Sheffield	SMITH A. L.	RO1(G)	Dolphin
BRINSLEY J. E.	JRO(G)	Scylla	LATHAM J. K. R.	RO3(G)	Sirius	SMITH B. J.	RO1(T)	Britannia
BROWNE K. G.	RO3(T)	Andromeda	LEADBETTER K. D.	LRO(W)	Scylla	SMITH R. T.	CRS(W)	Dryad
BROWNE M. J.	LRO(T)	Norfolk	LEONARD D. J.	LRO(G)	CTF 345	SMITH S. L. I.	RO3(T)	Fearless
BUESNEL T. J.	LRO(G)	Mercury	LISMORE R. J.	RO3(T)	Exmouth	SPRUDD R. J.	LRO(T)	Mercury
BULMER J. D.	RO2(G)	Mauritius	LOHMAN N. R.	RO1(G)	Mercury	STACEY J. E. S.	RO1(G)	Mercury
BURDEN M. N.	RO1(T)	Mercury	LONSDALE T.	LRO(T)	Berwick	STAIRS I. A.	JRO(G)	Herald
BURGESS E. G.	LRO(W)	Mercury	LOWREY N.	RO1(T)	Mercury	STEER J. V.	RO1(G)	Laleston
BUTLER A.	LRO(G)	CTF 345	LUPSON I. J.	RO3(G)	Leander	STEPHENS D. R.	LRO(W)	Mercury
BUTCHER A. G.	RO3(G)	Fearless	LYNCH G. P.	RS(W)	Mercury	STONE A. R.	LRO(T)	Lowestoft
			MARTIN K. C.	RS(W)	Mercury	SUTER J. A.	RO2(W)	Sea Lion
CAULFIELD K. J.	RO1(W)	Hermione	MARTIN J.	CRS	Royal Brunei	STINTON D. G.	LRO(W)	Andromeda
CHAULFIELD W. P.	RO1(T)	St. Angelo				STUBBS M. A.	RS	Southend
CHAMBER K. J.	CY	Mercury			Malay Regt			W/T
CLAMP T. D.	JRO(T)	Andromeda	MARSHALL R. H.	LRO(T)	Eastbourne	SUMMERFIELD R. L.	RO1(G)	Whitehall
CHAPMAN A.	RO3(T)	Antrim	MATHEWS M. L.	LRO(G)	Bristol	SUTHERLAND A. L.	LRO(T)	Antrim
CHATWIN A. T.	JRO(G)	Bristol	MCBAIN G. S.	RS	St. Angelo			
CHESHIRE M.	RS	Dundas	MCBRIDE C. T.	RO2(T)	Bulwark	THOMPSON P.	RO2(T)	Rooke
CHESTER B. J.	LRO(G)	Andromeda	MCCOMB T. J.	RO1(G)	St. Angelo	TRANTOM L. M.	RO3(W)	BRNC Dartmouth
CHETTLE D.	RS	Exmouth	MCCONKEY J.	LRO(G)	Bulwark			
COKE C. R.	RO2(G)	Naiad	MCCORMACK	RO3(G)	Glamorgan	TREACHER A. L.	CY	Mercury
COLLINS J. E.	RO2(G)	Sheffield	McKENNA P. A.	CRS	RNR Manchester	TURTON M. A. A.	RO1(G)	Minerva
COLLINS M. S.	LRO(G)	Mercury				TYMMS B. F.	RO3(G)	Ark Royal
COWAN J.	RO3(T)	Bristol	McMILLAN W.	RO1(G)	Mercury			
CUDDY P. A.	RS(W)	Ariadne	MEIR R.	LRO(W)	Fife	UNDERWOOD N. P.	FCCY	St. Angelo
CULTON R. D.	LRO(T)	Mercury	MILLAR D. J.	RO3(W)	Baccante			
CUTTS M.	LRO(W)	Mercury	MOOR I.	RO1(W)	Scylla	VEVERS G.	JRO(T)	Ark Royal
			MOORE P. O.	RO1(G)	Dolphin	VINCENT B. P.	JRO(W)	Tartar
DAVIES P. M.	LRO(W)	Mercury	MORGAN C. J.	LRO(G)	Mercury			
DEANS N.	RO2(T)	Mercury	MORRISON G. A.	RO3(G)	Leander	WADE M. A.	LRO(T)	FOF1
DEER D. A.	LRO(W)	Mercury	MORTON I.	LRO(T)	Mercury	WAKEMAN C. B.	LRO(G)	Hardy
DENBY S. C.	JRO(T)	Scylla	MOSS B. P.	RO3(T)	Zulu	WALL S. M.	RO3(W)	Cincifleet
DENNIS M.	RO2(W)	Mercury	MOUTTER R.	LRO(T)	St. Angelo	WALLINGTON D. K.	RO2(G)	Matapan
DEWEY P. G.	JRO(T)	Danae				WARD R.	JRO(W)	Fife
DONGHUE R.	LRO(W)	Charybdis	NASH J. M.	RO1(G)	Mercury	WARE P.	RO2(T)	Mercury (OXP)
DOHERTY J. F.	JRO(T)	Zulu	NEWBERRY R. E.	RO1(G)	Juno	WARING D. A.	JRO(T)	Blake
DOUST J. W.	RO1(W)	Diomed	NUTTALL D. A.	LRO(T)	Mercury	WARRILOW M. D.	RO2(W)	Mercury
DRAYTON G. F.	LRO(T)	Hampshire	O'DONNELL M. J.	JRO(G)	Fife	WATES S.	RO3(G)	Cochrane
DUFF A. M.	RO1(G)	Mercury	OLIPHANT G. D.	RO2(T)	Stanavforlant	WEEDON C.	JRO(W)	Blake
DUFFY B.	CRS	Mercury				WHEATLEY G. R.	RO3(T)	Glasserton
			ORTON K.	JRO(T)	Intrepid	WHITE G.	RO3(G)	Cincifleet
ELLISON J. A.	LRO(G)	Bronington	OWEN G. S.	RO3(T)	Berwick	WHITFIELD P.	RS	Mercury
EDMONDS G.	LRO(G)	Mercury	OXTOBY A. P.	LRO(W)	Malay	WHITTAKER A. W.	RS(W)	Mauritius
EVEMY C. E.	LRO(G)	Mercury				WIGHT B. A.	RO1(G)	Devonshire
			PATTERSON H. S.	RO3(G)	Zulu	WILESMITH F. J.	CCY	Mercury
FALLOWS E.	RO2(G)	London	PEARCE A. I.	CRS	Mercury	WILKINS S. J. W.	RO2(G)	Mercury
FARMER C. R.	RO3(T)	Kent	PETRIE C. W. C.	LRO(G)	Mercury (OXP)	WILKINSON M.	RO3(G)	Brighton
FELLINGHAM N.	RO2(G)	Mercury				WILMAN K. T.	RO1(G)	Mercury
FISK R. H. A.	RO2(G)	Comberland	POWELL F. E.	RS	Minerva	WILSON S. A.	RO2(T)	Plymouth
FOX M. D.	LRO(G)	Charybdis	PRATT A. D.	JRO(T)	Tiger	WILLOUGHBY D. M.	RO2(T)	Mercury
FLYNN V. A. H.	LRO(G)	Antrim	PRESTON P.	LRO(G)	Mercury	WILLIAMS G. S.	RO2(T)	Mercury
FROGGATT R. C.	LRO(W)	Mercury	PRITCHARD D. J.	RO1(T)	Royal Yacht	WILLIAMS P. K.	JRO(T)	Intrepid
FROUD G. J.	LRO(W)	Devonshire	PUTTICK M.	CRS	Mercury	WILLIAMS P. S.	RO2(T)	Mercury
						WILLIS D. M.	LRO(G)	Mercury
GREGORY D. T.	LRO(W)	Mercury	QUALE D.	RO2(T)	Mercury	WATKINS D. H.	RO3(T)	Tartar
GAMBLE M. J.	RO3(T)	Bristol				WOOD A.	RS(W)	Leander
GANDY A. J.	RO2(W)	Mercury	RABAUD J. M. R.	LRO(G)	Diego Garcia	WOOD K. D.	JRO(G)	Bristol
GASKELL A. P.	RO3(T)	Tiger	RANDALL J. S.	RO2(W)	Mercury	WOOD P. M.	RO3(G)	Hampshire
GREENING R. J.	RO2(G)	Mercury	REES S. L.	RO1(G)	Diego Garcia	WOODLEY T. J.	RO1(G)	Mercury
GWIN C. M.	RO2(W)	Mercury	REID S. W.	RO2(G)	Mercury	WRIGHT M. J.	RO3(T)	Intrepid
			RENDALL P.	RO2(T)	Mercury		JRO(T)	Cincifleet
HEATON B.	FCRS	Fost	RING L.	CY	Mercury			
HAMILTON J. A.	JRO(G)	Fearless	ROBERTS L. A.	RO3(G)	Fife	YOUNG D.	LRO(G)	Kent
HARRIES J. D.	RO2(W)	Mercury	ROBINS A. C.	LRO(G)	Mercury	YOUNG B. A.	RS	Ganges
HARRISON E. W.	RS(W)	Llandaff	RODGERS G. G.	RO2(G)	Mercury	YOUNG J. F.	CY	Naiad
HARVEY N. E.	RO3(G)	Antelope	ROSE P. J.	RS(W)	Mercury	YATES E.	RO1(W)	Mercury
HAYWARD P. W.	RO3(G)	Ark Royal				YEARSLEY F.	RO2(G)	Hermes
HECKLES J. A.	RO1(G)	Mercury						

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