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THE COMMUNICATOR

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THE COMMUNICATOR

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EDITORIAL

In the future I will always think seriously before saying 'I haven't got the time'. In his recent visit and during the flights to and from India and Nepal, Lord Mountbatten wrote his reminiscences as a Communicator. The majority of his article was then typed by the Prince of Wales' Staff in his aeroplane. We are therefore especially grateful to Lord Mountbatten, for having been so unstinting in his time and effort and letting us share with him some of his communication memories.

I would like on behalf of all Communicators to wish Captain R. C. Morgan well in his retirement and at the same time welcome the new CSS, Captain D. A. P. O'Reilly.

This has been my first edition in the chair. Accepting the fact that I shall probably go prematurely grey I can honestly say that I have enjoyed my involvement. I look forward to the challenge of stimulating your interest in future editions of YOUR magazine.

Finally, my personal thanks to the Fleet Photographic Unit for their valuable and willing contribution. Also to Lt-Cdr J. H. Ellis, a former and longstanding editor, who has given me sound advice and guidance in these early days of my editorship.



Admiral of The Fleet, The Earl Mountbatten of Burma,
KG, PC, GCB, OM, GCSI, GCIE, GCVO, DSO, ADC, DCL, LLD, DSc.

NAVAL AND INTER-SERVICE APPOINTMENTS

1916	HMS Lion (Admiral Beatty's Battle Cruiser Fleet Flagship)	1914-1918 War
1917	HMS Queen Elizabeth (Admiral Beatty's Grand Fleet Flagship)	
1918	HM Submarine K6 (12th Submarine Flotilla)	
1918	HMS P31 (Portsmouth Escort Flotilla)	
1920	HMS Renown (Prince of Wales' Tour to Australasia)	
1921	Courses at Portsmouth and HMS Repulse (Atlantic Fleet)	
1921	HMS Renown (Prince of Wales' tour to India and the Far East)	
1923	HMS Revenge (1st Battle Squadron, Atlantic Fleet)	
1924	Specialised in Communications (Wireless and Signals)	
1925	Higher Wireless Course at RNC, Greenwich	
1926	Reserve Fleet Communications Officer	1939-1945 War
1927	Assistant Fleet Wireless Officer, Mediterranean Fleet	
1928	Flotilla Communications Officer, 2nd Destroyer Flotilla, Mediterranean	
1929	Senior Instructor in Wireless, HM Signal School	
1931	Fleet Wireless Officer, Mediterranean Fleet	
1933	Qualified as Naval Interpreter in French and German	
1934	In command of HMS Daring (1st Destroyer Flotilla, Mediterranean)	
1935	In command of HMS Wishart (1st Destroyer Flotilla, Mediterranean)	
1936	Served in the Admiralty, Naval Air Division	
1938	Senior Officers' Courses and Dartmouth Interview Board	
1939	In command of HMS Kelly and of 5th Destroyer Flotilla	
1941	In command of HMS Illustrious (Aircraft Carrier)	
1941	Commodore, Combined Operations	
1942	Chief of Combined Operations, Member of Chiefs of Staff Committee with acting rank of Vice Marshal, Hon Lt-General in the Army and Hon Air Marshal in RAF	
1943	Supreme Allied Commander, South East Asia	
1947	Senior Officers' Technical Course, Portsmouth	
1947	March to August: Last Viceroy of India	
1947	August to June, 1948: First Constitutional Governor-General of India	
1948	Flag Officer Commanding First Cruiser Squadron, Mediterranean Fleet	
1950	Fourth Sea Lord of the Admiralty (and Chief of Supplies and Transport)	
1952	Commander-in-Chief, Mediterranean	
1953	Commander-in-Chief, Allied Forces, Mediterranean (concurrently with C-in-C, Mediterranean)	
1955	First Sea Lord (and Chief of Naval Staff)	
1959	Chief of the Defence Staff and Chairman of the Chiefs of Staff Committee	
1965	Life Colonel Commandant of the Royal Marines and Colonel of the Life Guards	



AN OLD COMMUNICATOR'S REMINISCENCES

by

Admiral of the Fleet the Earl Mountbatten of Burma

The Editor has asked me for my 'Communication Recollections' of the last 50 years, for he knew I had done the Long Course in Signals (not Communications in those days) in 1924-25, but my memory goes back nearly 20 years earlier. I distinctly remember having miniature semaphore and morse flags made for me by the Signalmen of my father's flagship, HMS *Drake* in 1905, when he was in command of the 2nd Cruiser Squadron. I learnt to use both quite well 70 years ago, an art which I gather is no longer practised by modern naval communicators.

In the summer of 1905 my father told Lord Charles Beresford, then Commander-in-Chief Mediterranean, that he was having the original signal flags made up of Nelson's famous signal — 'England expects that every man will do his duty' — for hoisting on board each of his six ships on the exact centenary of Trafalgar. Lord Charles thought this such a good idea that he asked for Admiralty approval for the Mediterranean Fleet to do the same and received back 'Not approved'. My father didn't ask for approval. He just did it and caused quite a sensation at Halifax among the Canadians when they saw this many flagged signal hoisted in every ship on October 21, 1905. I made a mental note to try and avoid asking for approval when a subsequent report would do.

In November that year the 2nd Cruiser Squadron visited New York. My father formed these big ships in line ahead $2\frac{1}{2}$ cables apart and proceeded up harbour at 19 knots, a terrific speed 70 years ago. By pre-arrangement a powerful light in a tin cylinder was directed on board each ship at her next astern. The first flash meant 'Let go first anchor and go full speed astern'. The second flash meant 'Let go second anchor and middle cables'. With these big reciprocating engines it was possible to go from 'full ahead' to 'full astern' at full power whilst barely stopping the engines. The result was most spectacularly successful.

Towards the end of the visit a senior US Naval Officer came to see my father on a 'highly confidential mission'. 'Sir' he said, 'all of us who had the good fortune to watch your squadron's sensational manoeuvre to moor-ship were struck by the absence of any signals. One of our signal bosuns has made great friends with your signal bosun, and I hope he will not get into trouble for giving away your new secret method of communication. He admitted that one night after

a particularly happy party that Flag signals were regarded as "bows and arrows" by the Royal Navy, who now did all their manoeuvres by their highly secret system of underwater telegraphy. Would it be in order to ask if the US Navy could be given some information about this new development?'

This was years before underwater communication had been thought of, except in the imagination of this splendid character, and my father had to confess that evidently his signal bosun had been pulling his opposite number's leg, very successfully.

In 1920 I was appointed as Flag Lieutenant to Rear-Admiral Sir Lionel Halsey flying his flag at the foremast of HMS *Renown* while the The Prince of Wales' standard flew at the main on His Royal Highness' empire voyage to Australasia. The Admiral was only too well versed in the old Fleet Signal Book which had recently been replaced by the new Fleet Code. He used to say to me 'Flags; hoist "MY" to the escort'. I then had to look up 'MY' in the old book and find it meant 'Proceed in execution of previous orders'.

I then had to look that up in the new book and give the order to hoist 'KF'. It took a surprisingly long while to break Admiral Halsey of this maddening habit but it taught me the lesson that Flag Officers should not try and tell the Flag Lieutenant how to make the actual signals.

My staff yeoman, Travers, and his winger, Ordinary Signaller Baines, used to take The Prince of Wales' standard for use ashore in a paper bag. One day at the Flemington Races in Australia a careless fool dropped a lighted cigarette stub on the paper bag. Presently it burst into flames and the Racecourse police started for the Fire Brigade. But on Travers' instructions Baines opened the flap of his trousers and put the fire out by natural means. When Travers wanted to

put him in for recognition he wrote 'Did save Royal Standard by prompt micturation'. Needless to say I did not forward the recommendation.

When, later on at Manjimupp in Western Australia the Royal Train left the lines and turned over. No one was seriously hurt largely because the engine driver had had to slow down to avoid running into a stray cow on the line. When Admiral Halsey reported this The Prince of Wales replied 'Put the cow in for an MVO for saving my life'. Needless to say this recommendation was also not forwarded.

When doing the Long Course at the old Signal School in the RN Barracks at Portsmouth our Long Course Officer, Lt Commander John Minter, conceived the idea of teaching us to read morse subconsciously by making all our course sleep regularly in one of the Barrack Blocks wearing headphones, whilst relays of unfortunate telegraphists tapped out messages at 22 words per minute. It did not help us, because when we started we could barely read 10 words a minute and we could not disentangle this fast morse in our sleep. I believe this idea might have worked if we had had the two well known sentences containing all the letters of the alphabet* transmitted at night at 10 words per minute and increased to 22 words a minute over a period of 12 weeks.

I have lost the art of reading fast morse, though I remember as FWO standing in the CRR of the Fleet flagships (the old QE in Malta) behind the commercial wave guard operator and recognising my name loud and clear on 600 metres. I then read the message addressed to Lady Louis Mountbatten on board Lord Beaverbrook's yacht in the North Sea — 'Please ask Max if I can join the yacht in Copenhagen — signed Ali'. I chipped in with a priority message to the yacht, 'Advise against letting Ali come on board. You shouldn't have married a Wireless Officer'.

I have never lost the knack of transmitting fast morse. When I was C-in-C Mediterranean in 1953 I paid a visit to Emperor Haile Selassie in Addis Ababa. He invited me to visit his Signal School. Here I came across a class of Abyssinians reading a standard buzzer exercise. The instructor evidently knew I had been a communicator for he invited me to take over the key. I transmitted the P/L part at 25 words a minute. When the results were collected in, practically the whole class had got it down without a mistake. They must have been pretty good.

When I took the Long Course through in W/T Technical in 1929/30 I found there was no simple publication that gave adequate particulars of every

set and the diagrams were not drawn on a standard system. So I sat down and spent all my spare time producing BR222 'Notes on W/T sets'. I gather there is a new edition still in use called 'The User's Guide to Wireless Equipment'.

In November 1932, the BBC announced that King George V would inaugurate the first Empire Broadcasting Service by personally speaking to all his people on Christmas Day. I was the Fleet Wireless Officer on the staff of C-in-C Mediterranean, Admiral Sir William Fisher, who immediately sent for me and ordered me to arrange for every man in the Fleet to receive this broadcast. I replied I would see it was typed out and put on the notice boards in every ship and establishment within two hours. 'That's not what I want,' said the C-in-C, 'I want everyone to hear His Majesty's actual voice. You've got wireless in the Fleet haven't you?'

What the C-in-C did not realise was that 42 years ago there was no Service equipment supplied to the Fleet, which would make it possible to carry out his orders. I explained that the only short wave (H/F) receiver in the Fleet was the 'B19', which apart from very poor quality on R/T was not sensitive enough to provide the standard of reception required and was not fitted with any form of automatic fading compensation. Indeed no such device had yet been produced. The C-in-C shuddered at this use of jargon but I had not finished.

I went on that the 'B19' receivers were elementary self-oscillating sets and if they were all tuned to the same frequency they would not only interfere with each other but probably with all civilian receivers in Malta as well. In any case these sets were totally inadequate to feed loudspeakers, which would obviously be essential.

Luckily while I was recently at the Signal School one of my Long Course students, Lt Mansfield Robinson had proved to be a brilliant radio amateur who had been working on his own design for electronic reproduction of gramophone records on loud speakers. I had got him to put his knowledge into a handbook entitled 'Loudspeaker sets for Men-of-War' and got it issued by the Canteen Board to all ships who wished to construct their own sets from privately acquired components. Fortunately, he was doing a short period of general service onboard HMS *Royal Oak* and asked authority to put him, and as many technical ratings as were needed, full time on this project with complete financial backing to buy what components were needed.

By this time the C-in-C was in no state to argue. If he wanted me to carry out his orders this was the only practical solution. He capitulated and gave his fullest personal approval and supported us throughout. This was essential as there were only six weeks left to Christmas.

I called a meeting of all the Squadron and Flotilla Signal Officers and invited Robinson to

*The quick brown fox jumped over the lazy dog.
Pack my box with five dozen liquor jugs.

attend. He suggested three requirements which we all accepted and for which we had the C-in-C's financial approval in advance:

- (a) to construct a really sensitive and selective H/F receiver with an automatic counter-fading device;
- (b) to site this in the best position to be as free as possible from local interference (the groundsman's hut on the top of Corradino Hill in the Dockyard was finally chosen);
- (c) to modify one of the medium powered Medium Frequency W/T transmitters in the Fleet to transmit good quality R/T to be modulated by land line from receiver (a) as well as by a microphone for testing and local announcements.

Every ship in the Fleet would pick up the re-broadcast on their M/F receivers and feed the private loudspeaker systems which most ships had already constructed, following the issue of 'Loudspeaker Sets for Men-of-War'. Any ships without one would be given encouragement to construct a set quickly. A powerful loudspeaker set would be set up in the Corradino canteen for ships companies who had no equipment yet.

We all agreed that this scheme was entirely impracticable with the resources available in the few weeks to go before Christmas. New and untried techniques would be required and the special receiver and modulator equipment would have to be constructed from unsuitable spare service W/T equipment or bought ashore, if available, from Valletta. Some might have to be rushed out overland from the UK, notably components for the L/F transformers.

I have always had a weakness for taking the personal responsibility for impossible projects and felt that with Lt Robinson, my staff CPO Tel Horace Brooks and Leading Tel Wally Kirkwood and the *Royal Oak's* team we could just achieve the impossible and gladly gave my immediate approval to go ahead.

We decided to use the No 2 W/T transmitter of Robinson's own ship and I got the C-in-C to move *Royal Oak* to Parlatorio wharf, the nearest point to Corradino, and have a cable run to her from the receiver. This W/T transmitter not being designed for R/T the HT voltage could not be kept on permanently and during each of the main rehearsals a rectifier valve burnt out. Would this happen again on the day?

Robinson designed and constructed the special receiver comprising two H/F stages, a mixer, two L/F stages, a diode detector and a power output stage. An automatic gain control circuit was produced, a device unheard of in 1932, and 'variable—mu' valves were not then available. The components for the L/F transformers only arrived from England on Christmas Eve. They were fitted that night. The receiver was first tuned in to the BBC Empire transmission 10 minutes after the start of the hour's 'Round the

Empire Programme preceding the King's speech.

Immediately heavy interference was experienced apparently emanating from the dockyard. Under our over-riding powers a wholesale blackout of all dockyard electrical power was demanded and instantly complied with. This, unfortunately, cut off power from the loudspeaker installation in the Corradino canteen and there was an avalanche of men down to the *Royal Oak* to hear the speech on the ship's equipment.

After the interference had been removed the 'Round the Empire Programme' came through quite steadily thanks to the wonderful automatic gain control. The Malta Press had been urging the entire population to listen in to the *Royal Oak's* re-transmission to avoid mutual interference, which added greatly to the total audience and also to our anxiety.

This was a really tense moment for all of us. Would everything hold for the King's speech? It did. There had been some fading during the introductory programme, but the moment the King came on the air this ceased as if by magic.

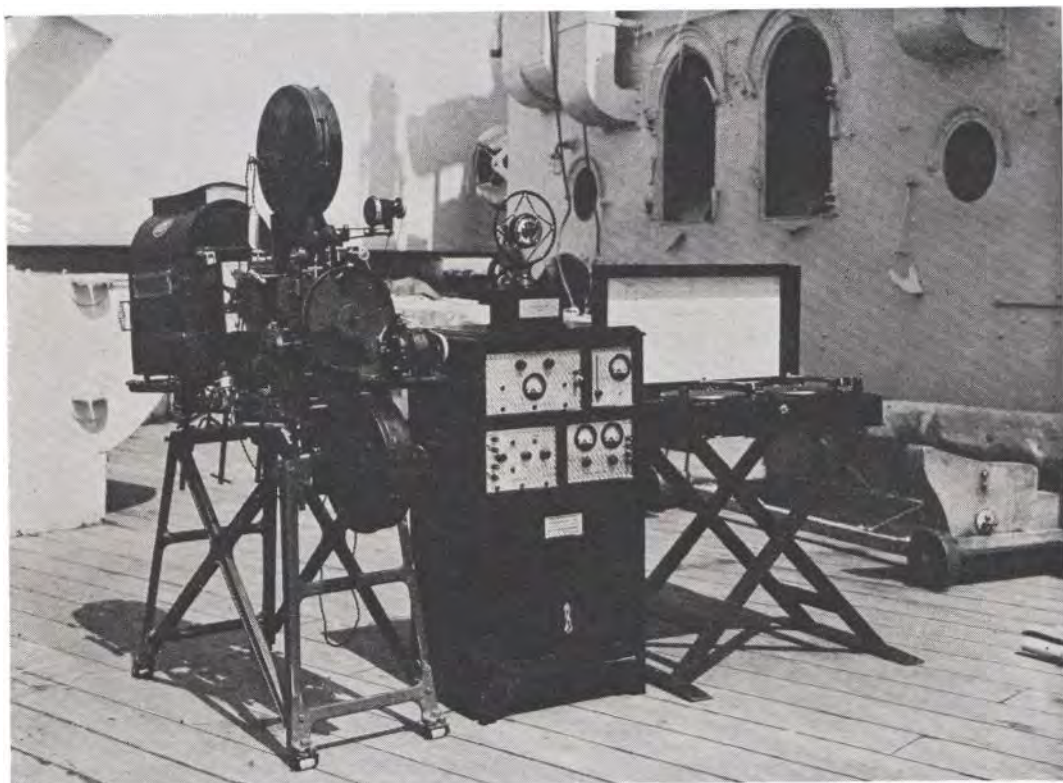
Throughout His Majesty's speech the reception remained rock steady, every word being heard clearly and without distortion by all the 70 ships of the Fleet and the naval shore establishments and by the whole of Malta, including the Army and RAF. Five minutes later the H/F transmission zone beamed on Malta faded right out.

There is a pleasant sequel to this story. Twenty-one years later when I was myself C-in-C Mediterranean and Captain Robinson, my Fleet Electrical Officer, we introduced the Mediterranean Fleet Broadcast service, Captain Robinson and the electrical department of the Fleet and Dockyard undertaking the necessary technical work with great skill and success.

I have always been fascinated by films. In 1916 I was assistant cinema operator to my brother working his private projector in Beatty's famous flagship, the *Lion*. In 1923 my files opened with my letters urging the introduction of a Royal Naval Film Corporation to provide films at the cost price of the prints to the Fleet. I finally won through in 1938 and am still the President of this Corporation. For several years recently I have been President of the Society of Film and Television Arts.

I was excited when sound films came in and 'Talkies' replaced the silent 'Movies'. But on investigating the cost of sound projectors I realised that they would be beyond the resources of most ships' Canteen funds.

When I joined the Mediterranean Fleet in 1931 I found that 17 big ships (Battleships, Carriers, Cruisers, Depot ships) had their own silent projectors to show locally hired films. Destroyers and sloops were too small to have any. So I enlisted the aid of Lt Robinson and he designed a con-



Certainly not Heath-Robinson!

version outfit including a sound head. This latter we had constructed, against repayment of some £20, in the Fleet Repair Ship *Resource*. This conversion was very much less expensive than a proper sound projector and enabled the whole Fleet to turn over to Talkies in a few weeks. Then when a purpose built commercial projector was required Robinson got out a specification for a 35mm portable projector, which would pass through a destroyer's circular hatch, at half the original asking price.

I was always interested in the human factor in communications and turned down a much sought after job in the Experimental Department of the Signal School to join the W/T instructional side. As long ago as 1920 I was convinced that cinema films could be a powerful aid to instruction, but found no support among senior officers I spoke to. So I took advantage of having Captain Barker onboard the *Renown* as the News Reel camera man for the tour, to enlist his help to make the first ever Naval instructional film.

The subject was 'Fleet Manoeuvres' and showed the Flag Lieutenant passing the order to the Flag Deck. The signal was seen to be hoisted and answering pendants going up in the other ships.

Then there was a view of the little brass ship models (which were available for instruction in the Fleet) showing the formation of the Fleet. The signal and answering pendants were seen to come down, and then we animated the movements of the little brass models to show how each manoeuvre was carried out.

When the film was completed I wrote a letter to the Secretary of the Admiralty explaining the idea and asking to be allowed to show the film to representatives of the Board. My Admiral not only forwarded the letter but used his influence to ensure that appropriate Senior Officers attended the demonstration. I received a letter from the Secretary of the Admiralty which, so far as I recollect, went as follows:

'I am commanded by the Lords Commissioners of the Admiralty to commend you for your initiative in making a specimen instructional film. Their Lordships, however, can foresee no worthwhile application of the Cinema for instructional purposes'.

It took many years for this suggestion to be adopted. I wonder how many millions of pounds have been spent by the Admiralty in the last 55 years on instructional films?

As FWO I was determined to raise not only the standard of W/T technically but to give to the Telegraphists of the Fleet that sense of cohesion and esteem by Senior Officers which their colleagues of the V/S Branch acquired through being seen about their duties and their personal contact with their Admiral and Captain.

I began making a series of periodical visits to the CO's and the W/T department of every ship, large or small, and the W/T Stations at Rinella and St Angelo in Malta and North Front and Rock in Gibraltar. Before starting I bought a small pocket note-book in which my staff entered the name of everybody in the W/T Department from the Commissioned Telegraphist to the youngest Boy Tel in each ship. Brief notes were put against each name when anyone had done a particularly good or bad Exercise of any type. Promotion, badges, punishments, all were noted. From the last inspection report were noted any defects found in any W/T office and remarks on cleanliness and smartness.

The first ship I tried this out on happened to be the Battleship *Royal Oak*. I was able to address the PO Tel of each office by name. As I was introduced to the other ratings I was able to congratulate or express disappointment with some of their achievements. I remember that in the 2nd W/T office (later to become famous in the King's Broadcast) I looked for and found a broken cage-door contact. When I drew attention to this the Commissioned Tel, the CPO Tel, the PO Tel of the office and the Electrical Artificer attached to the department all expressed surprise and implied it had only happened that morning. When I pointed out to them that the SWO had drawn attention to this defect in his last Inspection report three months previously they were left speechless with red faces. I demanded an immediate repair and a report to me as soon as this was done.

Altogether I thought I had really shaken the *Royal Oak* by an uncanny knowledge of everything that went on in their W/T Department. I was so pleased that I said to Brooks 'Try and make social contact with your friend Stocks (the ship's CPO Tel) and ask how my visit went. The following week they met. 'Well, were they surprised by my knowledge of all that went on in their W/T Department?' I asked Brooks. 'Not in the least' was the answer. 'Stocks had long suspected that the *Royal Oak* was your favourite ship and so you knew all about her and they would now have to try even harder.' It never entered his mind that I could achieve similar results in any of the other 69 ships; most unexpected but satisfactory.

The Editor has started a chain reaction in my old memory cells. I feel I could go on for ever reminiscing about my happy times as a wireless

(or Radio) specialist but I really must stop, and so I will end with my own swan song in this fascinating world of wireless. I obtained the C-in-C's approval to put on a 'Wireless Signalling Demonstration' during my last week on his staff.

I requisitioned the large lecture room in the Castille and set up a stage with quick scene shifting arrangements. Out of sight, behind the stage a large switch-board was erected which enabled receivers in the Castille W/T Receiving Room to be channelled to a loudspeaker at the right time. A 28 core cable was installed which enabled the high powered naval short transmitters to be keyed from the stage. A submarine went out and put up her periscope aerial on diving and Fleet Air Arm Aircraft flew around the Island.

The demonstration was divided into three parts:

1. Peace time communications and internal message handling.
2. Wireless discipline and detection of offenders.
3. War-time communications during a Fleet action.

I gave a short introductory talk and invited the C-in-C to originate a message to the Admiralty. He dictated 'I hope the weather is suitable for the Greenwich Pageant' A tape was quickly made on a Creed Perforator and transmitted from the stage automatically. The receipt from the Admiralty was clearly heard. A short demonstration of high speed automatic telegraphy was next demonstrated at 100 words a minute and then the replay came back from the Admiralty. The scenery showed the Auxiliary office, Central Receiving room, Coding office and Signal Distributing office of the Fleet Flagship.

In item 2 I explained the need for tight wireless discipline and complete W/T silence at sea in war. The loud speaker was switched on and signals were passed on the Auxiliary wave. During a pause a ship made an illegal transmission. I then told the Auxiliary wave operator on the stage to order all ships to transmit their call signs in alphabetical order. The note of the Offender's transmitter gave him away for all to hear.

But item 3 was the Grand Finale, and a photograph of this is shown. The scene showed the Remote Control office of the Fleet Flagship with additional operators closing up when the first enemy report from an aircraft was received. The following waves were now manned in the RCO: Admiral's wave, Aircraft Reconnaissance Wave, Auxiliary Wave, Destroyer Wave and Med H/F wave. The Bridge Coding office was shown next door. Enemy reports kept coming in from the Aircraft and Submarine. The reports were written out and duplicated on the stage and copies distributed among the audience.



Instructional Technique at its very best!

Every other message in all three scenes as it came out by morse on the loudspeaker was either written down on a large blackboard, or, if pre-arranged shown in large printed letters on a wall drawing and I pointed to each letter as it was made.

When the time came for the massed destroyer attack 27 destroyers were sent in and manoeuvred by the Flotilla Leader *Keith*, whose remote control position was placed on a rocking platform with the operator in oilskins, being rolled and splashed as he worked his key. A manoeuvring signal was made, the other 26 destroyers were controlled to answer, each transmitting in turn 'V—call sign—R' which they did in under 60 seconds. As the executive signal was made the operator held on tight as his platform heeled over.

Now for the audience: the dress rehearsal was open to Midshipmen and Chief POs. The first show was attended by the C-in-C, every Flag Officer or Commanding Officer, every Signal Officer, non-specialist as well as specialist, and staff

officers. The second show was for all other interested officers. We played to capacity houses and it was a wonderful success.

On completion of the last show I went up to the Castille Receiving Room to thank all the operators who had taken part. To my horror I heard the 'laughing sign' (— . . —) being transmitted on the Auxiliary wave. I dashed back, taking the stairs two at a time, into the lecture room. I caught one of my favourite operators red-handed on the remote control key. He admitted his guilt. Then I did a terrible thing. I said 'You've made a fool of all we've been working for. You asked if I could send you home six months early. I had agreed. That is cancelled. You will join the sloop leaving here tomorrow for six months in the Red Sea. It is summer. There is no air conditioning onboard and the Fleet will soon know who had the last laugh.' He took it like a man 'I've deserved this, Sir'.

The first man who wrote to volunteer for the *Kelly* when I commissioned her in August 1939 was this splendid man. He had certainly had the last word,

Naval Officer of Burma

A. F.

HMS *Mercury* on December 19, 1974, was the scene of a unique occasion, when, in the presence of a distinguished company which included the First Sea Lord, the Captain of the Signal School and previous Captains and the sculptor Mr John Doubleday, a bust of Lord Mountbatten was unveiled to commemorate his 50 years in naval communications.

ADDRESS BY CAPTAIN OF THE SIGNAL SCHOOL

Captain R. C. Morgan, ADC, RN

My Lord, First Sea Lord, Commander in Chief, Ladies and Gentlemen. It is my privilege and pleasure to welcome you all here today and to say how delighted I am that you have come to join us in *Mercury* in paying tribute to Admiral Mountbatten's Service in naval communications. There have, of course, been other milestones in his remarkable career and — although I wasn't here myself — I cannot help remembering the Signal Officers' Reunion at which a predecessor of mine — the other Morgan — presented Admiral Mountbatten with a model mast to mark the occasion of his final departure from the Ministry of Defence. This had been subscribed for at 2/6d. a time by virtually all Signal Officers of both sexes from the Royal Navy, Royal Naval Reserve, Royal Australian Navy, Royal New Zealand Navy and the former Royal Canadian and Royal Indian Navies.

In 1924 Admiral Mountbatten started his long Course in the Signal School in Portsmouth, completing it in 1925 — and you all know the Board upstairs which bears his name for having come top in order of merit and the photograph in the gallery, which also shows two other handsome and distinguished members of the Course, Admiral Burghard and Captain Knapp, who I am very pleased to see here, too. It seemed to me that this was an occasion which ought not to pass unnoticed but I had little idea of what to do about it until one day I heard on a particular grapevine that John Doubleday was anxious to do a portrait in bronze of the Admiral — so here we are today. Having seen the photographs of Mr Doubleday's work I had no doubt in my mind that this portrait would be a most valuable acquisition in every way and I am most grateful to Admiral Mountbatten for agreeing to have it done; I hope he, too, is equally pleased with the result.



Admiral of the Fleet Earl Mountbatten of Burma with Admiral Sir Edward Ashmore, First Sea Lord, and the sculptor John Doubleday

Amongst other distinguished guests, there is in this room today, a total of 20 former CCSs and DSDs and that makes me about the least qualified person in the room to say a few words about these 50 years' connection with naval communications; and you will appreciate that this simply cannot be done in a few words anyway. After his long Course in 1925 Admiral Mountbatten went to Greenwich for his dagger Course and obtained enough marks to qualify as an Associate Member of the Institute of Electrical Engineers. He then went as Assistant Fleet Wireless Officer, Mediterranean Fleet, followed by Flotilla Signal Officer of the 1st Destroyer Flotilla, rejoining the Signal School as W1 in 1929. In this job he not only taught the Long Course, but also gave full rein to his imagination and inventive skill. For instance he developed a new way of laying out electrical drawings for easier understanding; and he wrote the first edition of a famous book of reference first called 'Notes on W/T Sets' and later known to all Communicators in the Royal Navy under the title of 'The Users Guide to Wireless Equipment', BR 222. Only the other day was the latest edition of this best seller completed and issued. In the next two years from 1931-33, Admiral Mountbatten was the Fleet Wireless Officer in the Mediterranean and it was in this job that he was responsible for bringing the Fleet of some 70 ships to a pitch of W/T efficiency that has probably seldom, if ever, been equalled since. He gave the Telegraphists a sense of 'belonging' (the Signalmen, being close to the Command already had this feeling) and he educated Senior Officers in the value of W/T discipline; and he demonstrated to the Admiralty how ships could be identified by the pitch of their morse — a really novel idea in those days.

It is perhaps small wonder that on completion of this job, in June 1933, he was promoted to Commander but he never again served in a specialist appointment. On promotion to Captain in 1937 I understand that he was warned by the Naval Secretary that he would be the first Captain of the independent Signal School which was then about to be built on the site of what is now the PHOENIX NBCD School, and it is known that he went through the whole of the plans for the school. Alas for the Signal School but fortunately for the country this proposed appointment was overtaken by events and he went on to become Chief of Combined Operations and the Supreme Allied Commander, South East Asia. His specialist experience was thus crammed into nine short years.

After the war he went on through a series of the highest appointments — Viceroy of India, Commander-in-Chief, First Sea Lord, Chief of the Defence Staff — but never lost touch with the technicalities and detail of the Communications world. In 1947 he became President of the Institution of Electronic and Radio Engineers and was again their Charter President in 1961, then

in 1963 he became Founder Chairman of the National Electronics Council and even now still regularly presides over the Council and discusses current communications problems with, amongst others, the Assistant Chief of Defence Staff (S) (until very recently Admiral Anson).

I need remind no-one here of Admiral Mountbatten's loyalty and continuous interest in the Signal School. He laid the foundation stone of Mountbatten Block in 1956; he gave the name of Kelly, his famous ship to our New Entry Squadron here in 1972. He is most faithful in his attendance at our annual Signal Officers' Reunions; and this year he also attended the annual reunion of the RN Chief Communications Petty Officers' Association for the first time. Nor does he forget the Reserves, to whom he presented nine years ago the Mountbatten Trophy which is competed for annually by all RNR Divisions and Communications Training Centres. This interest plays a big part in the great esprit de Corps which the Communications Branch of the Royal Navy, I believe, still enjoys — and we are deeply grateful.

We are very proud, Sir, to have your portrait in bronze to supplement the somewhat more youthful painting that has adorned our Mess for some years. And we are very honoured that — if I may so call him — our next most distinguished Signal Officer, the First Sea Lord, has agreed to come and unveil the portrait. I believe you will all find it a worthy likeness by a very fine artist.

FIRST SEA LORD'S ADDRESS

Admiral Sir Edward Ashmore, GCB, DSC

Admiral Mountbatten, Ladies and Gentlemen. It always gives me great pleasure to come to *Mercury* and of course this is an occasion I could not miss. Roger Morgan has already talked about the great contribution made by Admiral Mountbatten to naval communications over the years — his name is, of course, a household word but the affection and respect in which he is held by every Communicator is of a very special character: I am delighted that he agreed to have this portrait done and that it should be displayed at what we at any rate, always regard as his alma mater.

CSS has asked me to take this opportunity, as the Defence Review proceeds on its way, to say something about the future of the naval communicator as we have known him.

The speed and complexity of maritime operations today, the missile threat in particular, have resulted in the introduction of the watchkeeping Principal Warfare Officer — trained to be master of all aspects of fighting his ship. There are those who mourn the passing of the sub-specialist Seaman Officer but I am confident that the PWO — as we call him — with the training and experience that he will acquire will be able to provide, in the future, the depth of knowledge required for higher appointments in the MOD and in R & D Establishments as capably as his Specialist predecessor did in the past: he will



For Legend see opposite page



in addition have the advantage of a more broadly based knowledge of all aspects of maritime warfare and be better prepared for command.

SD Officers will continue to play their important part in the communications field and will have increased opportunities to put their professional knowledge into practice both at sea and ashore. The exceptional ones will have the opportunity of being trained as PWO's and perhaps transferring to the General List. Similarly our delightful WRNS Signal Officers will have a more important specialist role to fulfil.

Turning to our ratings, you will probably know that on January 1 the Operations Branch will be formed from the existing Seaman and Communications Branches, but the Communicators will form a special Group of the Operations Branch and will be able to maintain their esprit de corps. The task of the Communicator both afloat and ashore is vital to the efficient operation of the Fleet and this cannot be divorced from the Seaman's operational tasks. Indeed the whole trend is away from private offices to an integrated operations room in which as you know the latest electronic warfare equipment is to be sited. We believe therefore that the training of all our operators, including those whose responsibility is communications, must be properly co-ordinated; and for this reason we have formed the School of Maritime Operations, of which the Signal School, HMS *Mercury*, is now an integral and important part.

To sum up, therefore, I consider that we have moved beyond a general requirement for deep sub-specialists, each immersed in his own watertight compartment. The degree of expertise will naturally vary and there will be some officers with special interest or aptitude who will continue to immerse themselves to their own good and to the advantage of the Service. The great majority of the Seaman Officers however will need to acquire above all that knowledge and understanding of the profession as a whole which commands success in war and of which communications form a vital part.

But there was a moment, Lord Mountbatten, on the night of November 29, 1940, when I never thought this could ever happen. When the *Javelin* was hit by two torpedoes, I was in the *Jupiter* astern. I didn't think I would see you, our Captain (D) again. And by coincidence, last week, in Germany, I was greeted by the officer who claimed to have fired the torpedoes and I was able to congratulate him on making a bosh shot!

Ladies and Gentlemen, many of you will of course have appreciated that the curtain covering this portrait consists of the flags which in the 1933 Signal Book meant 'Manoeuvre well executed'. The NATO equivalent wording is 'Well Done' — either wording is equally applicable in your case, Sir.

I now take great pleasure in unveiling this portrait.

LEGEND OF THE COVER KALEIDOSCOPE

Second Lord Milford Haven, Third Lord Milford Haven and Lord Louis,
HM Signal School, 1925

Long Course Lieutenant's (S) October 1924-July 1925, HM Signal School, Portsmouth.

Lord Louis with 'Florence' on the roof of his Malta house

Lord Louis, Lieutenant as FWA in 1927 with C-in-C, Admiral Sir Roger Keyes

Whalers crew HMS Wishart.

Long Course 1929 HM Signal School, Portsmouth, Lord Louis as W1 with Lt. Commander Dick, V1.

Lord Louis as Fleet Wireless Officer with staff of C-in-C, Fleet, 1932

Lord Louis, Lady Louis and Prince of Wales, when W1 at HM. Signal School 1929, watching the Schneider Cup Race.

Admiral of the Fleet Lord Beatty of the North Sea with Lord Louis at the Malta Races.

Lord Louis, Captain of HMS *Daring* and stroke of the whaler crew which won the Flotilla and Inter-Flotilla races, numbering 36 destroyers.

Lord Louis and Prince of Wales 1934, as Captains.

Prince of Wales and Lord Louis visiting the Submarine Oberon in 1932 at Corfu.

Picnic Party in Malta when Fleet Wireless Officer 1933

Army and Navy polo match won by the Navy 12-1. Lord Louis as captain of the Navy team.

SKYNET II — UK SPACE SUCCESS TRIUMPH FOR UK/USA CO-OPERATION

by Rear-Admiral Sir Peter Anson, Bt, CB

In January last I wrote an article explaining how the first launch of a British SKYNET Defence Communications satellite was a complete failure due to malfunction of its United States built Delta rocket. Readers will almost certainly know from statements in the press that this initial failure was followed in November 1974 by complete success. The second of the British-built SKYNET II series satellites was placed in its proper station and is now providing an operational service at full power.

The paragraph above makes a complex and at times dramatic process look deceptively simple. One reads these effortless, even curt announcements in the press that 'such and such a satellite was successfully launched yesterday', but almost invariably omitted is the real life sequence of puzzling and thought-provoking details that crop up in even the smoothest launch. Such reports also induce the utterly misleading impression that once the launch vehicle has done its stuff the picture is complete. It is for these reasons that once again it has seemed worth while to tell the full story of the problems that had to be faced and overcome.

The United States team were undoubtedly very concerned after their failure to launch SKYNET IIA, and a huge effort was initiated to ensure success in subsequent launches. To ensure the closest co-operation the Director of Space in the Ministry of Defence (Procurement Executive) led the 2nd UK launch team in person and another innovation was an agreement that the UK should have active representation at all pre-launch con-

ferences concerning the launch rocket as well as those concerning the satellite. A further planned improvement was that additional aircraft and ships as well as the full weight of the American tracking organisation were to be available.

Various launch dates were chosen and later had to be discarded due to a variety of reasons. The world-wide shortage of electronic parts caused some delays and as usual there was a certain amount of give and take in deciding the launch schedule at the Cape. Suffice it to say that the satellite had once again held well to its programme and passed all its ground tests with flying colours. A launch 'window' was chosen from 0030 to 0050 GMT on Saturday, November 23, 1974.

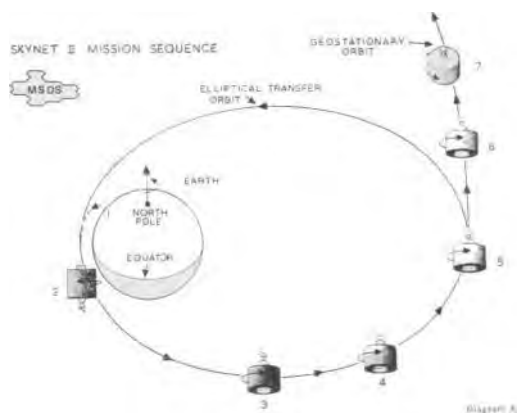
On this occasion the launch sequence itself was perfect and went without a hitch with lift-off at 0030 and all functions of the rocket occurring exactly to time. The only aspects to mar a perfect performance were the cable communications to UK and the limited commentary from spacecraft control.

After the satellite had apparently been injected into a satisfactory transfer orbit we started to receive telemetry and almost immediately two matters came to light which caused a great deal of worry. The fuel pressure was seen to be fluctuating and one of the satellite's small thruster nozzles appeared to be overheating. The immediate deduction was that we had an intermittent fuel leak through the thruster and consequently the satellite could not expect a full life. Slowly, however, these effects stabilised, and it was then



Scot Terminal HMS Blake

speculated that a thruster heater might have come on incorrectly. In the end, however, it turned out that all was well, and we were simply observing the results of heat flow within the satellite — which only goes to show how complicated the thermal problems are, especially soon after launch, before the steady state has been reached. With sighs of relief all round we turned our attention to the further tests which the satellite had to pass before it could begin to do its job.



Explanatory Notes — Diagram A

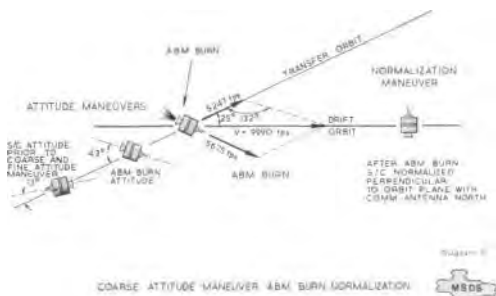
1. Lift-off from Cape Canaveral.
2. Injection into perigee of transfer orbit —
Perigee altitude = 100 nautical miles
Apogee altitude = 19,323 nautical miles
(geostationary altitude)
3. Small thrusters used to turn spacecraft over
(coarse attitude manoeuvre) into A.B.M. burn
attitude — 2 hours after injection.
4. Small trimming adjustments made to attitude
on orbits 2, 3 and 4. (Spacecraft remains in
transfer orbit for $4\frac{1}{2}$ orbits — 48 hours.)
5. A.B.M. fired at apogee or fifth orbit, to kick
spacecraft into geostationary orbit.
6. Spacecraft enters geostationary orbit in A.B.M.
fire attitude.
7. Spacecraft attitude changed to place spacecraft
spin-axis normal to orbit plane (operational
attitude). Antenna despun to point at earth.

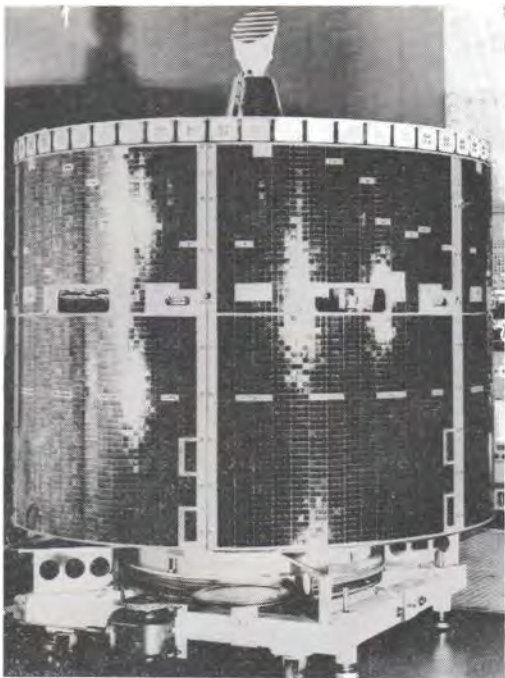
In simple terms the plan for the first 48 hours after launch is to complete 5 orbits of apogee 19,323 nautical miles and perigee 100 miles (see diagram A). During this period it is necessary to measure the orbit with extreme accuracy and also to place the satellite in exactly the correct attitude for firing its Apogee Boost Motor (A.B.M.) at the distant end of the fifth orbit. The first item in this series of actions is known as the 'Coarse Attitude Manoeuvre' (see diagram B). This means effectively turning the satellite end to end, and action was taken to start the manoeuvre about 2 hours after launch. It was



**Blast-Off — The Skynet Satellite Lift-Off
0030hrs. November 23, 1974**

soon clear that this manoeuvre was not occurring exactly as planned, and so it was stopped while the ground team had a long hard think. Again the answer proved to be a small difference between our predictions and the reality, this time in the number of pulses needed from the little thrusters to make a required change in the attitude of the satellite. The interesting point in retrospect is that we were already beginning the long process of 'characterising' the satellite — recording, with the great accuracy that sophisticated instrumentation makes possible, the precise performance of every detailed part in the true environment of space; and not surprisingly the results are not always identical to those which were found before launch, in the simulated environment of testing on the ground.





**Skynet II satellite in the Clean Room in MSDS
Portsmouth Establishment**

After this initial and sometimes alarming excitement it was possible to make a concentrated effort on measuring the orbit, which was found to be excellent, within 4 miles of nominal. This meant that there were no unforeseen orbital problems to take into account during the Fine Attitude Manoeuvres which followed during the next 24 hours, to get the satellite oriented in exactly the right attitude to fire the A.B.M.

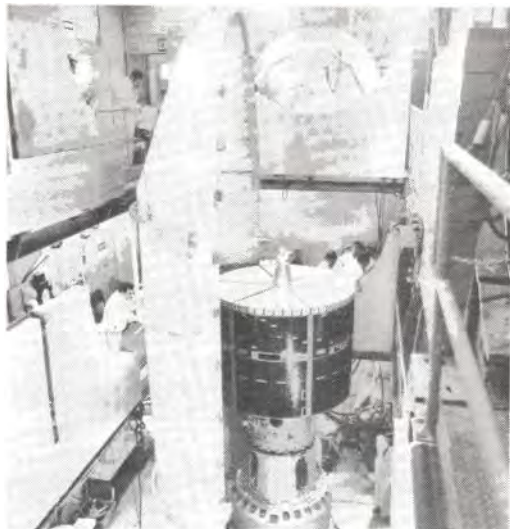
However, shortly before the time of A.B.M. firing tension once again increased dramatically. At five minutes to go it is necessary for the A.B.M. to be 'armed'. Two US tracking stations (a primary and a back-up) were available, but just as it was due to go into action the primary station lost one of its essential displays. Imperturbably the wealth of experience and the 'sang froid' of the US organisation showed itself, and the standby took over without even a raised voice. By the time of A.B.M. firing the primary station had resumed control, and it sent the firing order. The hearts of most British onlookers had missed several beats until this critical moment was safely past.

The success or otherwise of the A.B.M. firing was discovered during the following minutes, as the speed of the satellite was seen to increase and calculations began on the new orbit. For us the tension gradually subsided as each new piece of information added to the picture of a perfect manoeuvre. We had achieved a splendid drift

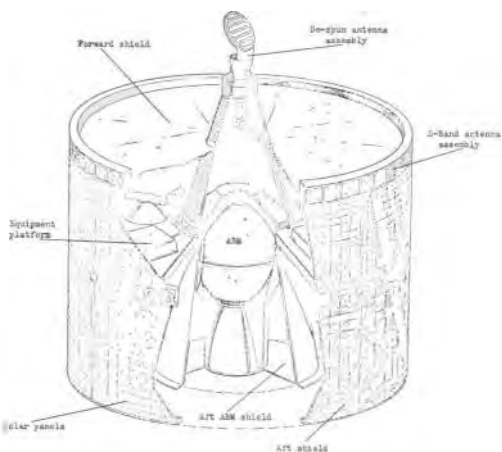
orbit; the satellite was at the correct altitude, and was moving slowly westwards, from its position over the Pacific Ocean, at about 8 degrees per day, which would bring it in sight of the UK early in December. In the intervening days the only remaining activity was the so-called normalisation manoeuvre — the process of rotating the satellite so that its spin axis is parallel to the earth's axis, and its aerial can therefore be pointed correctly towards the earth. This too went well, and there was then nothing more to be done except study the telemetry until December 8 when the communications package would be switched on.

It was naturally with much excitement that the appointed time of 3.00 pm on December 8 was approached. We had been without a satellite of our own since Spring of 1972 when SKYNET I had finally died and only this last step remained between great success or total failure. However, as with some of the previous commands which had been sent to the satellite, the first response to the switching on of the communications systems was not as predicted, and momentarily there was great disappointment. But the complexity of these systems, with duplication and remarkable scope for making adjustments from the ground, quickly led to diagnosis and corrective action, with the result that by December 12 we had success and full power was achieved. The satellite has now been turned over to operational use with every prospect that its full design life will be achieved.

An article of this nature would not be complete if, having as it were got the satellite working, it did not consider what it was to be used for. The media made much of it being used to carry TOP SECRET messages to Hong Kong and I



**Final checkout of satellite inside the nose of the
Thor Delta Launch Vehicle**



believe this to be a wrong emphasis. It is true that we have ground stations in Cyprus and Hong Kong and the satellite will undoubtedly be most valuable in speeding message traffic to and from these locations. However, of far greater value is the immense freedom of action it gives the Ministry of Defence to despatch either air transportable army stations (see diagram C) or suitably fitted ships to any position within the satellites cover and be guaranteed high quality communications to UK without recourse to any intermediate base. If necessary the cover can be further extended by moving the satellite towards the Atlantic. Defence requirements and hence defence communication requirements seldom follow for long the planned scenario and the satellite allows a magnificent insurance against the unforeseen.

SIGNALS

Signals

Cause elation,
Gloom, rage, vituperation,
According to each varied text
(Which is always what you least expect!),
But one emotion is always sure,
The hate that will my mind enfold
When I behold
Signals

Signals

Give me nightmares,
Every time a ten-inch lamp flares
There's our pendants at the dip
(That'll make the Yeoman drip!),
Still, better than the MSO,
There the paper falls like snow,
Confetti?—No!
Signals!!

Signals,

Come in batches,
Over phones and out of hatches
Teleprinters clank and clatter,
Outpouring screeds of signal matter,
Signals full of grief and woe,
'Reference your so and so',
Copies and originals,
Signals!!!

Signals

On a long pad,
Enough to drive a Bunting mad,
Re solution Bitumastic,
Boiler tubes or sheets of plastic,
Requesting for a Chippie's mate;
First a dribble, then a spate,
How I hate
Signals!!!!

IS YOUR SIGNAL REALLY NECESSARY?

Ten Naval Signalmen—not so long ago

Were drafted to a naval base to man a MSO.

Ten fine signalmen—their fame went far and wide
'Our signals are a credit', said every one with pride.

Ten trained signalmen—things were going fine
Then one was drafted, leaving only nine.

Nine good signalmen more than pulled their weight
Till one's pools came up, and then there were eight.

Eight brave signalmen with work for eleven
One was made a leading hand, and then there were
Seven.

What! Seven signalmen—Quick—a DCI
Greatly over complement—two will go I'll sigh.

Five little signalmen—signals by the score
One couldn't stand the pace and then there were
four.

Only four signalmen—things are gettin' grim
One's lost a signal so that's the end of him.

Three weary signalmen to serve an OTC
One was a head case—put in to go to sea.

Two tired signalmen left to carry on
One got lightheaded—decided to sign on
Gave his mate a heart attack—and then there was
one.

One little signalman to man a MSO
'Ah' said their Lordships a Signal matelot
Continuous service with two years overseas
Just what we're looking for to send our RPCs
But that poor signalman struggling on alone
Went right around the bend—and then there were
none.

Not a single signalman to man a MSO
They had to close the naval base and draft the
SCO.

OUR OWN PIN-UP GIRL



THE SIGNAL DIVISION

1. Few of the Branch get to serve in or visit the Signal Division in the Ministry of Defence and therefore it may be that a brief piece on its function and place in the hierarchy is of interest. 2. It's best to look at the origins first. In 1917 Captain R. L. Nicholson, DSO, RN became the first Director of the Signal Department, as it was then known, and had the job of seeing to the development of wireless in the Fleet, as well as looking after all forms of visual signalling. Additionally, since the Director and his staff were all executive officers, the Division formed part of the Naval Staff and was thus party to the development of tactics and all forms of sea warfare — a strength maintained to this day.

3. As the various means of communication developed and evolved, so the size and shape of the Division altered. Between the wars the scientific research and development effort involved in 'in the use of the ether' (then entirely the Branch's responsibility) meant that there was a close tie with the Royal Naval Scientific Service and this has of course continued with the Procurement Executive. It is interesting that the early decisions about Radar (then called RDF) were taken by Captain Dorling as DSD: he was presented with the options of going for warning or gunnery systems, and wisely and fortunately chose the former. Another fascinating field is the development of codes and cyphers, worthy of a book if only permitted.

4. There have been many reorganisations of the Naval Staff over the years, but on the whole the Signal Division has remained with much the same responsibilities. A greater emphasis upon Joint work has involved co-location within the Main Building of all the signal people, so that the 'communication corridor' is occupied by the Assistant Chief of the Defence Staff (Signals) (Central Staff), DNS, the Signal Officer-in-Chief (Army) and the Director of Signals (Air), and their staffs. The Division itself is split into two — present and future. The former led by a Commander supported by four Lieutenant Commanders deal with the equipment in service, ashore and afloat, tactics, operations, and publications — in short everything current from a sparker in a sweeper who says he can't tune his transmitter to the rules for flying ensigns in yachts.

5. A Captain, two Commanders and a Lieutenant Commander peer anxiously into the future, trying to make sure that the equipment to be fitted in the Fleet up to 20 years ahead will be compatible with our Allies and other Forces, that it does what the rest of the Naval Staff require, that it is capable of being fitted and refitted in due time — and above all is what we can afford. Although not a direct responsibility, everyone has all the time to be very conscious of manpower problems and a close liaison exists with the Second Sea Lord's department, and particularly with the Captain of

the Signal School. In fact quite often the pallid faces of the Londoners are to be seen in *Mercury* for a day of discussions in the country — and with the Division's off-shoot, User Requirements and Trials Section.

6. Frequencies and procedures are now dealt with by the Central Staff on behalf of all three Services, but within the directorate there are sections dealing with cryptography, callsigns, and line telecommunications for the Navy. This latter function was neglected for many years, being left to the GPO, but we are now slowly evolving a modern naval network as the money and facilities can be grabbed.

7. As part of the Naval Staff working under the Vice Chief of Naval Staff, every subject which has some communication interest — and there are few that don't — comes the way of DNS sooner or later, so the volume of paper passing across the desks is huge. On the other hand, nearly everything of interest is known so that the work is stimulating.

8. Each section has constantly to be thinking of interoperability, for, unlike the weaponers, nearly every decision in communications affects another organisation — as examples, the Foreign Office, who have their own network but use ours too, or perhaps a Turkish submarine reading the same broadcast as one of our boats. There are sundry committees and agencies dealing with all these sorts of facets whose activities the Division have at least to know about. Demonstrating this ubiquity is the fact that the Director has three bosses, the VCNS, the Centre, and an Italian General in Brussels.

9. So there you have it — a quite small but many-toothed cog revolving pretty fast in the great defence machine. No weak teeth will survive on this cog, but strong sharp ones are welcome — and they seem to enjoy it.

SIGNAL OFFICERS' POLICY MEETING

by The Head of the CEW Faculty

This year's Signal Officers' Policy meeting will take place in HMS *Mercury* on Friday, July 25, and is open to all qualified Signal Officers, to other Officers carrying out the duties of SCO and to Communications Fleet Chief Petty Officers. We are particularly keen to see SCOs of ships at the meeting.

The meeting will consist of a series of short presentations with plenty of time for discussion; we will be concentrating on manpower and Fleet matters during the forenoon and on material matters in the afternoon.

I would be delighted to hear from any Communicator what YOU would like to have discussed. Even if you will not be present your topic can be discussed or your question raised and we will let you know of any significant points arising from the subsequent discussion.



THE ROYAL NAVAL AMATEUR RADIO SOCIETY

by Lieutenant P. G. Gadsden, Secretary

The first article concerning G3BZU appeared in the Easter 1947 edition of *THE COMMUNICATOR* which also happened to be the first edition of this magazine. It was at this time that a licence was taken out to operate the Leydene Amateur Radio Club. (I don't think even Mike Matthews G3JFF was a member at that time, but I might be wrong.)

Since those early days, G3BZU has now become the headquarters station of the Royal Naval Amateur Radio Society which was formed in October 1960. Membership of the Society now stands at about 400 fully paid up members. However, far too many of these members are ex-RN or due to become so in the near future. We desperately need new blood to replace the retiring Old Timers. If you have any interest in Short Wave listening or indeed have any ideas about obtaining an Amateur licence in the future, why not drop the Secretary a line at HMS *Mercury* and become a member of the Society? Corporate membership is open to all serving and ex-service personnel and associate membership to members and ex-members of other Navies including Merchant Navies. It is the only Society formed purely to protect the interests of the seagoing Radio Amateur.

During the past year, the Society has run successful stations in HMS *Belfast*, Portsmouth Navy



HAM-FEST IN MALTA

Once again the Lariat of the RNARS number one Cowboy and friends was at work during a visit of HMS *Hermes* to 9H1 Land.

In the photograph are: Ernie McPheat, RNARS 173, Bill SWL RNARS 660, Ken 9H1DP RNARS 708, David ? Norman 9H1BX. Mike G3JFF RNARS 007, Ron 9H1R, Roger ?



THE ZS GANG ? ZS1RA ZS4LW ZS1WA ZS1JJ AND RNARS 2½

Days and at a mobile rally in HMS *Mercury*. A similar programme is intended for the coming year, with a station in HMS *Belfast* from March 28 to April 6, a mobile rally in HMS *Mercury* on Sunday, June 1 and a station in the Dockyard for Portsmouth Navy Days. The Society will also be putting on a stand at the Leicester Radio Show at the end of October, which will coincide with the Annual General Meeting of the Society, also to be held in Leicester. If you are around any of these areas during those dates, please pay us a visit; you will be very welcome.

The Society is engaged at present in trying to refurbish the Bridge Wireless Office of HMS *Belfast* in order that visitors can see how she looked before leaving RN Service and it is also hoped to set up a permanent RNARS club station on board. If anyone has any information (or equipment) which would help in this project, the Secretary would be pleased to hear from them.

After having existed in the same shack on the Broadwalk since the founding of the Society, we hope to be moving to our new shack in the P & RT block in late April or early May. This will give us much more room and more comfortable surroundings for our fairly modern line of equipment. Again, if you are in the Signal School please come and visit us.

As the accompanying photograph shows, as a member of the RNARS you can be assured of some pretty good 'Grippos/Invitations' wherever you may travel.

IN MEMORIAM

Mr F. Norgate died peacefully on Sunday, March 2, 1975. Mr Norgate joined *Mercury* in 1952 after 21 years' service in the Royal Marines.

He will best be remembered by many communicators both past and present for the valuable years he spent as Head Messenger.

FAMOUS SIGNALS

From Flag Officer, Gibraltar:

SMALL ROUND OBJECT SIGHTED 180
DEGREES 5 MILES FROM EUROPA POINT.
PROBABLY MINE.

From Flag Officer Force H:

CERTAINLY NOT MINE.

* * *

Manoeuvres were being carried out by destroyers conducted by a Cruiser flagship. They finished up with somewhat hair-raising VIP escort manoeuvre, in which two divisions of destroyers approached the VIP (Cruiser) on opposite courses, turning inwards to form a close escort. One destroyer misjudged the distance and finished by passing much too close to the VIP.

From Admiral to Destroyer:

THE EMPEROR WAS MUCH IMPRESSED
BY THAT MANOEUVRE BUT NOT SO THE
BRITISH NAVAL ATTACHE WHO HAS GONE
TO CHANGE HIS TROUSERS.

* * *

These famous signals are taken from the book *MAKE ANOTHER SIGNAL* by Captain Jackie Broome and published by William Kimber & Co. Limited. THE COMMUNICATOR magazine would like to express its appreciation to Captain Broome and the publishers for allowing these and further signals to be reproduced.



'I wish to make a parson to parson call'

MAURITIUS

Cyclone 'GERVAISE'

The small island of Mauritius (720 square miles) lies in the 'cyclone belt' of the Indian Ocean's southern hemisphere. Every year some 10-15 cyclones race along this belt, usually passing well north of Mauritius before curling south and gradually dissipating. Coincidentally, every 15th year since 1930 a bad cyclone has struck with a fury that only experience can comprehend. On February 6, 1975, Cyclone 'Gervaise', described at sea as having 'hurricane winds and phenomenal seas', provided an experience few here will wish to repeat. All times are Mauritius local times.

1550 February 5: cyclone 180 miles NE Mauritius, moving WSW, expected to pass 100 miles north of Island. Intermittent heavy rain, wind SE, 10 kts. 0720 February 6: 'Gervaise' 80 miles NNE, moving WSW at 12 kts. Heavy rain, wind gusting 60 kts. Ship-shore aeriels down. All personnel confined to homes. 1430 February 6: 'Gervaise' 40 miles north. Central calm (eye) expected over Mauritius within four hours. Very heavy rain, wind gusting over 80 kts from SE. Vacoss telephone exchange flooded out; all telephones into Island out of action; roof off married quarters' flat; Tombeau receiver station DG house roof lifting; storm drains blocked with debris; 4" water in junior rates mess; total power failure of domestic supplies; Commcen and Hospital as well as Tombeau and Bigara Transmitting station on emergency diesels. 1600: Torrential horizontal rain, wind gusting 140 kts, Britannia Park flooded; roof of Gymkhana Club squash court blown off. Only one component of broadcast B11V available; DCN circuits to Cape, Karachi, Bombay and Mombasa out, likewise all internal lines.

1830: Central calm crosses Mauritius, and with it comes a warm, clammy and eyrie fog. Outside, silence, except for barking dogs and the sound of tin roofs being hammered back on. Most roads blocked by fallen trees. Commcen watchkeepers resupplied with food, domestic pets exercised(!) Two feet of water around Tombeau; Suffolk road is a river. Vincent and Collingwood roads completely blocked by fallen trees. At the beachside Leave Centre, on the SE coast, sand whipped off the beach has blasted trees clean of bark and foliage, and numerous windows have been broken by flying stones.

2100. As the 'eye' cleared the Island, so the wind veered suddenly to NW, and by 2300 was howling at 140 kts again, accompanied by torrential rain. Many trees and houses that had withstood the onslaught from the SE could not do so again against such winds from the opposite direction, and the devastation amounted rapidly as rivers burst their banks, power and telegraph poles snapped, trees fell and houses, many of quite substantial wooden structure, were crushed to the ground. Throughout the night the ceaseless, crash-

ing, roaring, all-consuming tempest battered the Island; not many slept. 0700 February 7.

Like Noah emerging from the Ark, so we started to assess the damage. To all appearances, a northern winter's blizzard had come — without the snow: foliage had been stripped from branches; no colourful plants, shrubs or trees; the ground a mass of broken wood, debris, mud, cables, lines; no water or electrical supplies throughout the Island; enormous damage to distribution systems; the Island's telephone network cease to exist, and with it the associated problem of re-establishing communications. The US Ambassador, via Commcen Mauritius, asks President Ford for immediate aid: the British High Commission asks London for financial approval to replace water-damaged carpets — approved! Personnel from HMS *Mauritius* help to restore essential communications to the main airport, and provided shelter for 100 tourists flushed out of their hotels. An offer to accommodate 300 refugees in Trafalgar Hall is declined.

February 8: USS *Camden* (fast combat support ship) arrives, and sets about surveying the damage from her two heavy helos (all roads blocked); RNAS Mauritius opens! By noon February 11, and despite the problems, most Mauritians take time off to celebrate Chinese New Year, USS *Enterprise* has arrived, likewise the French carrier *Clemanceau*. After a week of invaluable help, they were in turn relieved by HMS *Falmouth* and USSR's Sverdlov cruiser *Dmitri Pozharski*. Medical aid arrived quickly by air. By February 12, cleaning up was progressing well, and for some life was beginning to return to normal. For others, especially those rendered homeless, perhaps some 2,000 families, the enormous problems of rehabilitation are only beginning. The Red Cross and voluntary workers are ceaseless in their efforts, but these are hampered by the marked reluctance of many 'locals' to do much to help themselves. The inaccessibility of many villages, owing to blocked roads, floods or landslides slows progress.

The shape of the landscape has changed, and it will be 10 years before it regains its rich luxuriant state. Cyclone 'Gervaise' has been estimated as being nearly as fierce as 'Carol', which struck in 1960, or even 'Tracy', the one that devastated Darwin last Christmas Day. For the statistically minded, approximately 20" rain fell in 18 hours — for the first time in 18 months the reservoirs are full — 38 of 57 receiver aeriels developed defects, likewise 32 of 60 transmitter aeriels; even so, communication was never lost with MODUK Navy, CinCFleet, Gan or Canberra.

By February 17, except for the LF component of B11V, the 600 ft masts for which were blown 6 ft out of plumb, all communications facilities were back to normal. But in the Island less than 50% have any light or water.

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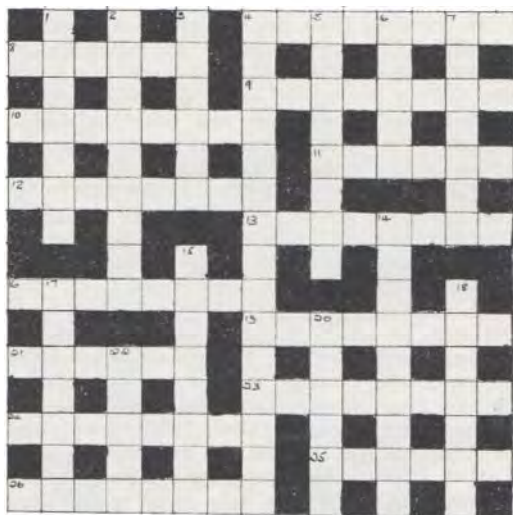
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SPRING CROSSWORD

by Ann Jewell



CLUES

Across

4. There's a birdie in the main golf course. (8)
8. The beginner feels enclosed by this chore and shows anger. (6)

9. Put us all on one reference form, if possible. (8)
10. On the right cue, strip the covering off. Very tasty! (3, 5)
11. I need less, not more, irritation. (6)
12. Here's a member, an odd sheet! (8)
13. Drain rib bones for the green woodpecker. (4,4)
16. The unskilled and southern chap is not familiar with boats. (8)
19. Enter about the end of the scene to weaken it. (8)
21. What a mob! Lag back a bit and jump about. (6)
23. 'Such laboured ———, in so strange a style, Amaze th' unlearn'd, and make the learned smile. (Alexander Pope.) (8)
24. May be cured in a trice, not if you're not sorry, though. (8)
25. Without being upper class, you hurl the ball regularly. (6)
26. Then sing for a week — oh my! (8)

Down

1. Change the hard silver and your problem will shrink. (7)
2 and 14. 'He comes on chosen evenings, My ——— ———.' (John Drinkwater. (9, 9)
3. Have a rum at sundown for an injury. (6)
4. He enters on the safe signal to stock up with goods. (7, 4, 4)
5. A tail can't help to cross this stretch of water. (8)
6. An outlet to use. Is it for water? (5)
7. A small iceberg or an angry dog? (7)
14. See 2 dn.
15. Heating the ore will make the mass glisten. (8)
17. Sailor, solitary, found on a desert island? (7)
18. Large and short work muddles the garden feature. (7)
20. He cannot etch your idea, but don't be annoyed. (6)
22. Put the staff straight into the tub at once. (5)

(Solution on page 238)

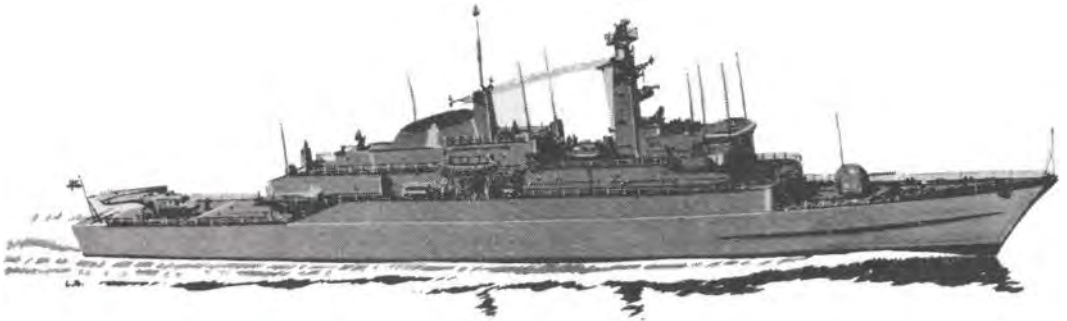
Admiralty, January 3, 1855 MEMORANDUM

As the transmission of messages by the Admiralty Wires of the Electric Telegraph is rapidly increasing, and it becomes desirable to ensure dispatch and accuracy, my Lords desire that all expletive or unnecessary words be struck out, so that all messages be condensed into as few words as practicable, consistent with clearness.

By Command of their Lordships,
R. OSBURN



Fleet Section



CINCFLEET

by FCO

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

As this is likely to be my swan song as FCO, I thought it might be a good time to look back over the past two years to see what has changed. The major event which has occupied much of my time has been all the work that has been done in the Fleet with the aim of reducing our reliance on communications, the increased emphasis on measures to counter communications jamming and on visual signalling, and the elimination of unnecessary tactical circuits and unnecessary traffic on tactical circuits. It will be some time before we work our way through the many recommendations of the MTS Study on Maritime Communications but results so far are encouraging and show that we are on the right path.

On the personnel side, my main concern has been the heavy watchkeeping load, at sea and in harbour, on ships' communications departments. An extra LRO(G) in private frigates, Broadcast setting and the reduction in tactical circuits should help to some extent, but no doubt life will continue to be busy.

The Operations Branch has arrived and brought with it the Seaman (EW) and Task Books. 'Jocomex's' have been re-organised, morse is back to 18 wpm and Able Rate RO(G)s can morse qualify by PJT. The first SCOT SATCOM terminal is at sea and others will now be following at short intervals. Those who are serving in SATCOM fitted ships will know what a boon it is. But some of the old perennials, I'm afraid, are still with us

— 692/CUJs, shredders, Creed teleprinters (thank heavens for the SETP), lack of stowage, ormig machines, KL7s (literaliser any time now), lack of secure speech, etc., etc. It all costs money and takes time.

One thing that hasn't changed: ships communicators still produce the goods, whether it be Iceland Patrol, Cyprus emergency or minchunting in the Suez Canal — and I'm sure they always will! Keep it up. Good Luck and God bless.

CONFESSIONS OF HMS AJAX IN THE MED

by LRO(W)LRO(S/M) Desig Norman

As promised from our last article 'Confessions of HMS AJAX at Portland . . .' the follow up. . .

After our exercises and exertions at Portlandia, the call to sea again came as no surprise to anyone. The local press and television had a field day, the national press was to follow, making intriguing statements like 'HMS AJAX HAS SAILED FOR A SECRET DESTINATION' or 'THE NAVY TO THE RESCUE' or 'AJAX — CYPRUS BOUND'. We were in the dark too, but the buzz merchants soon let us all know that it was to be Cyprus. (They were right).

On our first day of Cyprus Patrol — we found ourselves at action stations — at 0430. (That's in the morning for you land based sailors.) The object of the exercise was to pick up refugees (British Passport Holders) from Famagusta and evacuate them to RAF Akrotiri, where they would be flown to the UK. At the crack of dawn, a Turkish destroyer loomed over the horizon, and as good 'NATO OPPO's' they called us on 'Scene of Action Primary'. The sparkers, being on the ball (unusual), had it all plugged up even if they started heading for the upper scupper with life-jackets at the dip.

Being the first British warship, since the war,

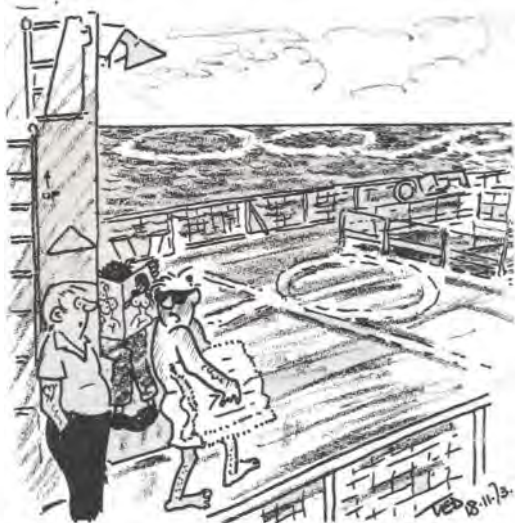
alongside the wall in Famagusta, we successfully carried out the evacuation and returned to sun drenched Akrotiri.

The only social life during our patrol, was with the local RAF transmitter Wing and the Corporals Mess at Akrotiri. (I can't remember who gripped who.)

The 'gollies' got in the forefront too. (They would do.) One of the seaman type was going ashore to do his stint of 'Beach-Head Control' with his 634, when he decided to take the short cut to the jetty — from the whaler, 10 feet off shore. The Chief sparker (we have 3 chiefs) was hairless worrying about his portables — but was reassured when he heard that only the golly was wet.

After weeks in the 'throes of war' the Admiralty decided that rest was needed, so we picked up the 'hook' and headed for the quiet life of Malta. (Who's kidding who.) It only took a few days in the dens of iniquity of Valletta and Sliema and the staff were in a worse state than when they were working in the Eastern Med doing the normal 24 abouts.

Two weeks in Malta, a stint at Gibraltar Guardship, and then it was back to Guzz. A short lived luxury, as we were soon off to Amsterdam, in company with *Amazon* and *Narwhal*. In Amsterdam, it was nice to find that window shopping can be so varied and attractive. Window shopping will never be the same again. Christmas came and went. Portland came and went. (Even if we are still doing the 56 week of work-up.) The gollies had a stint of chasing their favourites in the Channel, and Yes — it was off to the Med again.



I am not circuit training . . . it's a new Sunday game called "chase the sun" during OOW gameplay!



'Look out here comes another FOST funny'

The first stop was Genoa. The trip was comparatively unadventurous, except that we had to break in a few new faces. We had lost Lt-Cdr Davies to Northwood and gained Lt-Cdr D. M. A. Howard. THE BOSS, FCCY Kitchin is now at the Catering School at *Pembroke*, and Dartmouth lost CCY Ogier to us.

On leaving Genoa, we jumped into the deep end of Exercise 'Locked Gate'. An unfortunate day was spent looking for wreckage from an aircraft lost by USS *Saratoga*. We jumped over to Tangiers for a weekend, and again into the deep end, this time it was 'Springex'. The Fleet Assembly in Gibraltar gave us all an opportunity to meet old friends and get some of the blood turning again with lots of sport. We dipped out again, of course, with broadcast guard and things.

As we are in the middle of 'Springex', and the Chief wants me to finish this before Naples, I have decided to say that the 'Confessions of AJAX' will be discontinued for the next issue. (Who started it anyway.) It's Defence Watches now in anyway, so roll on UK — who wants LOA anyway.

HMS APOLLO

by LRO(W) R. G. Crighton and
RO1(G) I. Maybank

Our newly rated RS(W) Croxall, with a bit of headshrinking from our SCO, Lt Knight, prompted or should I say slope-shouldered the second article for the COMMUNICATOR magazine on to us.

We took over our new role of F's from HMS 'UNWANTED' in August 74, after numerous ice patrols before this. Now we've been given a well deserved rest, so to speak. Not only that, but as we are a Pompey-based ship, the lads get in plenty of 'RA' time. It's just like being on continuous operational training with the odd jolly thrown in now and then to keep the lads happy. We taught them how to drink wine in Oporto and to run up the Rock at Gib. (Being a leader

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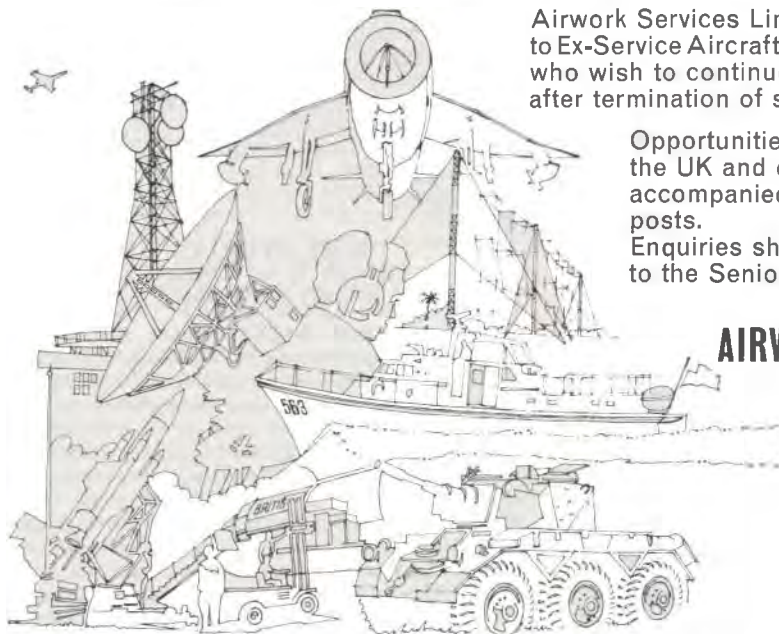
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we've got to keep up our high standards.)

We are off shortly to the land of milk and honey, Copenhagen no less, where cherries disappear like the wind.

Any readers of the NAVY NEWS will note our desperation to get rid of one RO1(T) Shaw. Any sensible rating would not pass a chance like this, to join our super team, would they? Come on you bunts, all the help you want to secure yourself a position in our division, just give a tinkle.

ALL YOU SHIPS TAKE NOTE.—We will do your workup for you, EASY, never fear . . . but it's 'TOTTISH'.

Well it's bye bye from us and ta ra from them. Look out Portland here we come — AGAIN.

HMS ARGONAUT by A/LRO(W) Knight



Flight Deck Sports onboard HMS Argonaut

In the last edition of the magazine, the ship's intended programme was mentioned. As usual, this ran exactly to plan, in that everything was changed.

The much looked forward to Canada trip was replaced by 3 weeks of fun in that Haven of the Sun 'The Arctic Circle'. Once we had endured this, we returned to find that the weather in Guzz was just as bad (maybe even worse).

Chipping hammers were once again passed round for that period of noise and mess making that seems to follow every couple of weeks at sea.

When the time came for the Ops Branch change round, the gollies all stayed RO(W)'s. The thought that they would be escaping the possibility of night RAS's, etc. never entered their heads of course, it was because they love their jobs so much (so they tell everyone).

Not wishing to hog all the limelight, I thought

I'd mention the fact that the sparkers and buntings have also been working hard. At one time the sparkers had to erect an aerial from the jackstaff to the foremast/mainmast, to enable us to maintain communications. As usual, the buntings had their fair share of flashing light and flags.

Our present SCO S/Lt R. Grimsey, has also been busy. What with communications snags a' plenty, and Russian ships appearing all of the time, he has worn a trench between the bridge, EWO, and the MCO.

That only leaves us to say congratulations to the new Editor who was our last SCO.

HMS ARIADNE

Ariadne is the last steam-driven ship to be built for the Royal Navy and the last of the Leander system but our communications fit is far from it. The ICS2 fitted Leander has a well laid out set-up and has so far proved successful. The equipment itself is both easy to use and easy to maintain and is liked by users and maintainers alike.

Probably the most talked about improvement in MCO/CCR layout is the provision of a door in the bulkhead dividing the two compartments. No more rushing up and down the main passage to change frequencies. For us it is but a single step away. Unfortunately it doesn't make for fit sparkers.

Our other piece of new equipment is also proving to be quite successful on certain occasions. One notable point about it is that it is by far the best TV aerial in the fleet!

HMS ARK ROYAL **CONFESSIONS FROM THE HANGAR** by LRO(T) D. Wood

Once upon a floating hangar lived a killick bunting called 'Larry the Lamp', and one day, whilst reading a novel called DCI by L. T. Dunnitt, Larry came across a chapter entitled 'SHORE BILLETS FOR COMMUNICATORS'. He was amazed, he hadn't realised that there were people, both male and female, doing the same work as himself without having to actually live on a hangar. Dumbfounded as he was, he still managed to write the following account of life on a hangar —and it went something like this:

'If I was to tell you we had action stations today you probably wouldn't know what I was talking about. Well, it all started about three weeks ago when we went to panic stations. That is the name we give to the period normally two to three weeks before anything happens on the hangar. Now, during panic stations it is up to all onboard to prepare for the exciting event which will be following, in this case actions stations, which involves doing all sorts of normal everyday things like sello-taping your suitcase to the deck. (Decode for Wrens, deck = floor).

'This morning it was everyone out of bed at

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0530 (yes girls, in the morning) and a quick sprint to the bathroom in order to beat the other thirty in the mess to the ten basins. Then, up to breakfast. Well, if you can call it that. Take our menu for instance: scrambled bacon, boiled sausage, toasted egg, poached bread and of course chips. It is not really the food that puts me off, it is the queues. You should think someone had just made a pipe (decode — announcement) that toy aeroplanes were being given away free with the Wheaties, the number of our winger friends that are in the queue. Then, the tea queue, everyone eagerly waiting to top up their plastic mugs with a mixture of avcat, dieso and saltwater flavoured char. I finally surrendered to that part of the day's proceeding and set off on the three day camel ride back down to the mess, with my bacon wedge cleverly hidden away in the starboard pocket of my number eight trousers.

'At last I sit down to my excuse for a cup of tea, and listen to a Joe Loss and his Orchestra tape being played backwards for the fifth day running. I am just beginning to relax, when all hell lets loose, sirens, buzzers, bells, claxons (you name 'em we've got 'em) start ringing out through the hangar. After about five minutes of this I was beginning to like the sound so much that if I'd known his name, I would have signed the com-

poser up for a season at the Mercury Club. "HANDS TO ACTION STATIONS, HANDS TO ACTION STATIONS." I thought to myself, Action stations, Shelter stations, Emergency stations, the only station we have not got on the hangar is a Train station. If they had I would be standing, waiting to catch the first train up the line. I went through all the motions, socks tucked in shoes, trousers tucked in socks, shirt tucked in trousers, sleeves tucked in gloves, helmet tucked in shirt, etc. "ON LIFE JACKETS, ON RESPIRATOR", now I was looking like next year's model of action man. "ASSUME NBCD STATE 1 CONDITION ZULU", by which time I, that is me, callsign HEYU, was in such a state that I wasn't in any condition to assume anything. DING DONG, DING DONG, "FIRE FIRE FIRE, FIRE IN 10 U L 4 M 5". It wasn't until someone opened the door and threw a smoke bomb in, that I realised that respirators were no good against smoke, and was beginning to think my days were numbered, when I had a brain wave. But, my conscience told me, the only wave I'd ever had from my brain, was the one it gave as it left me, when I was born, I gave it a try anyway — get down on the deck, the air will be clearer down there — it was, but everybody trod on me. That is why I am where I am now — in Sick Bay.' So you see friends, it isn't all Blue Skies and Open Seas (well, I haven't seen any doors).

POST SCRIPT — They call us HMS OPDEF, but this is ridiculous:

R 271845Z JAN
FM HMS ARK ROYAL
TO DEPOT ROYAL MARINES DEAL
BT

UNCLAS
DIG LCF
FOR SUPPLY OFFICER (MUSIC)
OPDEF (MUSIC) 1/75
A. EUPHONIUM 447/6586
B. TUNING SLIDE JAMMED AS A RESULT OF FALL
C. BEYOND SHIP'S STAFF REPAIR
D. MARKEDLY REDUCED PERFORMANCE OF MILITARY BAND
E. REQUEST REPLACEMENT DISPATCHED ASAP. REPORT ON DAMAGE FOLLOWS. DAMAGED INSTRUMENT WILL BE RETURNED AS CONVENIENT.

BT

HMS BACCHANTE

At the time of putting pen to paper *Bacchante* finds herself a part of that four letter word — SNFL (pronounced snifle), the Standing Naval Force Atlantic. We have been joined in this venture by representatives from Canada, Germany, USA and Holland. Later it is intended that ships from Denmark and Portugal will complete the squadron. The SNFL team is presently led by a Canadian Commodore who refreshingly calls a spade a spade and chews gum!

The squadron first formed at Portland, a place



HMS BLAKE

by Old Ron

Sorry I haven't written for so long but we've been so busy exercising and visiting various places I just have not had time to put pen to paper.

I suppose you remember in my last letter I mentioned we were about to pay a visit to Cape Town, well we did, and that's all I'll say about that, as I expect you read all about our visit in your daily newspaper.

After that we did more exercises on our way to Mombasa, where we spent a very pleasant week in company with the rest of our group sunbathing and swimming by day and various other pastimes by night. Then came the hard graft in the form of Exercise 'Midlink'. We sailed as a group from Mombasa and rendezvoused with an American task group, with whom we exercised en route to Karachi (noted for fresh air and fun). There we spent a few days at anchor navcomex'ing with the Iranian, Pakistani and American ships, the participants in 'Midlink'.

We also had a CENTO communications competition which was held ashore in the Pakistani Signal School, our group of course provided the British participants, who I may casually warble did us all proud especially HMS *Blake* who provided the outright winner in morse reception and runner-up for morse transmission.

On completion of 'Midlink' FOFI and his staff having decided they had had enough, packed their bags and flew off home to the UK for Christmas leave and show off their suntans. The remainder of the group all went their different ways to do their different things, leaving us and HMAS *Swan* to wind our weary way to Singapore for a few days and then onto Hong Kong for our AMP over Christmas and the New Year (which proved to be the most rigorous part of the deployment so far).

Then fully refreshed we returned to sea once more but only for four days to blow away the



... not a very clever remark about the petrol pigeon considering the fuel crisis at home'

which usually produces all the ingredients for disastrous beginnings. Our first week at sea was no exception, the weather typified the English Channel in January (we really should have called it the French Channel), many of the communication staff followed a not uncommon code of conduct:

- Prayed for continuous rough weather;
- Turned green;
- Reported to the Sickbay complaining of flu;
- Gracefully turned in.

Meanwhile, however, the remainder of the staff struggled to communicate with our allies often using incompatible equipment and slightly unusual techniques. Happily communications have to date gone well and operators from all ships have approached the somewhat unique circumstances with patience and flexibility.

To the credit of our Nato communicators we have had little trouble breaching the language barrier and have found that it is really quite a simple task to indicate to Germans, Dutch and Canadians alike, one's liquid requirements. The Americans have on the other hand, developed a system that requires all their operators to carry out in harbour a hand message trip to the remaining SNFL ships around midday.

Under all these strenuous conditions our 'golly' department has succeeded in creating the world's first technicolour beard. RO Stephen's handful of whiskers range in colour from black through ginger to grey — we are thinking of re-christening him Joseph.

Finally for those of you who, after reading this article, are so impressed you wish to volunteer and join the squadron, it really is fun providing that you have an enormous capacity for work and play. For our part you will be assured of a very warm welcome.



The SCO Lt Cdr Crichton admiring the trophy won by LRO Smith for the CENTO Morse Reception competition



HMS 'Blake' Communicators

cobwebs prior to arriving in Kota Kinabalu — a tropical paradise on the North Borneo coast — for a few days relaxation to recover from the rest period of Hong Kong.

Let me see, what have we left? An exercise with the Thai Navy, another visit this time to Bangkok, back to Hong Kong to pick up the Flag again and FOF1's Inspection.

At least one good thing has materialised from the inspection preparations and that was the staff photograph after divisions, which I am enclosing for your perusal. Not only are we the largest, most efficient and smartest Comms Branch in the Fleet but we reckon we are also the best looking, don't you agree?

HMS FALMOUTH

Our 'Summer cruise' consisted of a run ashore in Portland. This was during our workup, which was followed by visits to Gib, Tangiers and Sete, in the South of France, which was very good news. Then it was off to the icy north, Norway to be precise.

After leave (both weeks) we set off for our 'Winter cruise' which so far has consisted of a visit to Cape Town, which almost resulted in another General Election, an exercise with the Pakistanis, Iranians and our American cousins, which cost us seven teleprinters and the 'G' department's sanity and added several new words to the *Falmouth* dictionary of indecent language.

Our programme took us to Mombasa, Karachi, Singapore (both days), Hong Kong for Christmas and New Year, Singapore (the other two days), Gan, Seychelles, and as a break from these splendid runs ashore, Beira Patrol.

HMS GALATEA

by Taff

We finally commissioned in September '74 after a two-year conversion refit at Devonport to a IKARA Leander class frigate. Now after four months of trials we have finally arrived in Portland after our Christmas leaves in Plymouth.

Each department has now found its feet nicely and at this present time we are within eight days of our final goal and a run at Hull.

The W's are still waiting to find out how the new Branch will effect them, while the T's are at last finding out what flags are for. As for the G's they are still in their blizzard.

As for future programme nothing very special, the odd JMC and trip up the Ice, as for seeing much of Plymouth we might as well make Rosyth our base port.

COMMUNICATIONS — HERMES STYLE

by CRS (RCI) I. Bloomer

Our last major epistle to your mighty journal was too much for we mere mortals and we resorted to being plain communicators again. (Sighs of relief from Fleet Street). We bounded our way northwards from Portsmouth in the middle of November bound for the 'sun-drenched beaches of sunny Rosyth', in the middle of the biggest anti-cyclone seen over Britain for years. Not just the political one, either. On arrival, just to ensure that we maintained our sea legs, we were anchored somewhere down the Forth by May Island. The obvious disadvantages like intermin-

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... and the ship may roll heavily'

able boat rides, no beer left when eventually ashore and the sub-zero temperatures were outweighed by facts like staying in sea watches and sailing the next morning.

In actual fact, thank the good old Scottish Gods, we sailed 36 hours later — straight back into the anti-cyclone (and JMC 744, incidentally). However, to maintain our sense of professional pride and polish, we had embarked the Flag of FOF2, complete with retinue. The latter proved to be an asset to the department, mainly by keeping out of the Chief Yeoman's hair, asking for circuits instead of demanding and making their own cups of coffee. Coming from HMS *Glamorgan*, they were more than delighted with the office accommodation provided by us and with our own 'fail-safe' communications system, SKYNET. Many a darkened night could find the Flag SCO leaning out into the force 10 winds, gazing with rapture at the dish aerial silently winging his 99th flash-of-the-day to Oakhanger. On other occasions, he could be found as RS Adams' broadcast operator, anxiously keeping tags on how long it took for his 100th flash-of-the-day to get from Satcom Bay to Pitreavie and back on X11C. (Usually a matter of minutes.)

To most of us, myself included, this was only our second major exercise since joining the ship and I think we were all well pleased with the communications aspect of it, this was helped by the healthy inter-ship rivalry that existed. About the half way stage, battling against a large swell, lack of sleep and submarine intruders we took part, with a little help from HMS *Glamorgan*, in an Autocat serial which only terminated when the aircraft went 'sick'. The next day's effort produced an SSB link with RAF Buchan and an

FST link to HMS *Glamorgan*. The latter had the staff FCRS leaping about the office, his face aglow with excitement (or was it the weather?). Our own SCO could be observed, on rare occasions, creeping grey-faced into the Ops Room to face the rigours of yet another watch as PWO. Towards the end of the exercise he could be seen nodding-off over his customary cup of cocoa, which was provided by the sparkers when he fell off the RP's roundabout. However, he brightened up considerably when an accolade of praise was heaped on his shoulders by the staff.

Our last evolution was to act as a guide ship for the First Sea Lord, Admiral Sir Edward Ashmore, who came onboard for a day. Because of his tight schedule and his aircraft being diverted we had a fair shot at being an FPB and thundered back from off the coast of Holland to Lossiemouth at 25 knots. How the rest of the Task Force managed without our Sea King capability, remains to be seen.

We rejoined our little group the next day, resumed our 'war' hats and carried on without a ripple of interruption. Our second visit to Rosyth terminated the exercise and we had another two days of happiness and fun before wending our way south to Devonport Dockyard.

We are, at the moment, languishing in the bosom of number five dry dock, amidst the resultant nausea of a DED. Windy hammers and wet paint seem to be the order of the day. We are due to sail from here on February 24 for a shake-down cruise before departing for the West Indies and the southern parts of North America (with a couple of exercises thrown in for good measure, of course). We sojourn for our spring jolly until the middle of June before we return to these pleasant shores for leave and maintenance periods. So, all you land-locked sailors, if you want a good run (plus Bacardi at 10 bob a bottle) get your volunteer chits out.

HMS JUPITER by RS Taylor

And so it came to pass that the heavenly body of *Jupiter* would be seen again in the warm waters of the sunny Med, with numerous British ships to play with, a pleasure denied us during the past months. 'Springex' is the reason we are able to meet old friends again.

Since last in print, we have commanded the ninth activation of the Naval On-Call Force Mediterranean (NAVOCFORMED), an exercise which proved to be highly successful and of immense value, particularly to the communicators. Participating ships with HMS *Jupiter* were ITS *Carabiniere*, TCG *Iskenderun* and USS *Bowen*. The month long activation included just about every NATO NAVCOMEX whilst in harbour, in addition to fulfilling most of the Fleet Form 10 bogies during the sea time.

Visits included Naples, for the activation ceremony, Toulon, Catania, Venice and finally Ancona



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for the 'wash-up'. Any ship involved in the next activation is invited to drop us a line and we will be pleased to pass on as much information as possible. We ran the Gib MRL for most of the time, but did have a week on the Rome MRL, which proved excellent once initial language difficulties were overcome. Praise be to the 131, albeit a few variations were used which took some fathoming out. At one point we thought we were guard for Commcen Rome . . . GLOOM.

So, as 1975 gets underway, may I say 'Come and see us' — We are roaming around UK for a few months, so the fighting 60 will be visible in unfamiliar waters. Lots of draft chits coming your way soon . . . go to sea young man.



HMS HYDRA by LRO(T) Walsh

After suffering disappointment in not having our last article printed, we have not been ready to sprint off the mark with another article.

However due to a remark by HMS *Abdiel*, from RS Rushworth, we feel that we should lay our claim at your feet and those of all sparkers especially those of HMS *Abdiel*.

While appreciating that seven months, except for stand offs, on an MRL is a seemingly incredible length of time, HMS *Abdiel* has not yet got off to a trot in the race for records.

January 1974 until mid March saw us on GAN MRL5A, late March and continuing until January 1975, except for stand offs and until approximately mid May '75, we have been the sole beneficiary of MRL203, run by the Royal New Zealand Navy Communications station at Waiouri, North Island, NZ.

This completes to date a total of 10 months and we have booked until our return to Singapore in May, another four months. A grand total of 16 months by GRGE.

We would be grateful if this made the Spring edition, as our moment of fame is at hand.

Editor's Note: It is not always possible to publish all articles received for a variety of reasons. Your efforts are appreciated and your moment of fame has arrived.

THE RNCS LASCARIS

I cannot quite recall the last time I saw something in the COMMUNICATOR about this small chunk of rock in the Med, but I can now, after being here 13 months, confirm that we still exist. For those of you who left this desolate ghost island before February '74, we did eventually manage to open the new Commcen. Mind you over the past few months I have had my doubts. After a heavy rainfall and a bit of 'negative thinking' by a couple of civilians, we were flooded out and our 'Junior ratings under training' spent a happy three days water watchkeeping. Armed with mini-mops, buckets and swimming trunks they managed to keep the tides back (doing a better job than Canute could ever have done). Mind you, only a couple of offices were flooded but it was occasionally embarrassing to have the Fleet Chief and Station Chief with their desks in the passages.

We came through that little episode like traditional matelots, wet, thirsty, cold, thirsty, dejected and thirsty. Then just as the contractors were finishing the redecorating we were visited by a DOE official who happily informed us that we were in imminent danger of being bombed by a couple of tons of rock. Yes, you did read right, for those who do not know, the Commcen and staff offices are under Castille Square, Valetta. Anyway this rock affects the outside offices, ie, stores office, training rooms and police post. The bastion rises about 70 feet above my window and



... chemical threat, tightening in the chest, sore throat, coughing, running nose, blurred vision . . . better tell Jimmy 'cos that's how I feel every morning'

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a huge lump of rock was seen to be waving in the breeze. Needless to say we evacuated rather sharpish, although we are now back. I have been trying to think of what can happen next.

The boss of the establishment is Lt Cdr Phillips, he is ably assisted by PCO 3/O Jane Bird. To name all of the staff would take up a lot of room (be cost conscious, etc), but you might know our Fleet Chief Yeoman, Noel Whitlock, who tries to keep us under control. SCRS Dave Eggers tries to keep the Fleet Chief under control. My boss the Stores Chief is CCY Alan Bell who sadly is leaving us in two weeks' time for greener pastures. Look out *Mercury* here he comes. Good luck to you Chief, see you when I get home.

HMS LEOPARD by RS D. W. Evans

Since 'Top Cats' return from her Far Eastern deployment in November, amazingly with the communications staff intact, she has undergone a two month AMP. This was followed by a mini operational continuation training (work up to you barrack stanchions) before joining up with FOF2 and the other members of TF 326.3 for Exercise 'Springex' on which we are presently engaged.

In June I leave the chair here, to return, hopefully to the 'corridors of power' and will be relieved (very relieved) by RS Girling. Other staff changes include LRO(G) Unwin who goes to that happiest of ships citizenship and LRO(G) Rogers, leaving for the School. *Leopards* keep marching on.

HMS MOHAWK by RO1(T) I. D. Harrison

A Mediterranean cruise has quite a pleasant ring to it, to the ears of those not initiated into 'pushers' little world of understatements and catches. In fact the thought of it was quite agreeable (but straight away the participants in CINCFLEET's organised jolly became slightly distressed at the programme. The day for departure was rather inapt as it fell on New Year's Eve, much to the dismay of those Scottish members of the passengers and quite a few of the others among us as well.

Sailing from Devonport was quite surprising in view of the numbers of prayers offered up to the various Gods for engineering disasters and other such delaying happenings. But with a sense of very poor timing, England's greatest deterrent sailed out in the wild, blue yonder amongst a cloud of soot and dust. Arrival at Gibraltar went as scheduled and found a tearful Yeoman staring at HMS *Undaunted* after her recent collision with an Exocet missile. He was undoubtedly a member of the old ship's committee. A thought must be given by the navigator doubling as SCO, who was quite surprised by his skills on finding that we had in fact arrived at Gibraltar and not South-sea.

An exercise with ships of the American Sixth Fleet turned into a competition to see who would crack first and answer calls last with HMS *Tiger*



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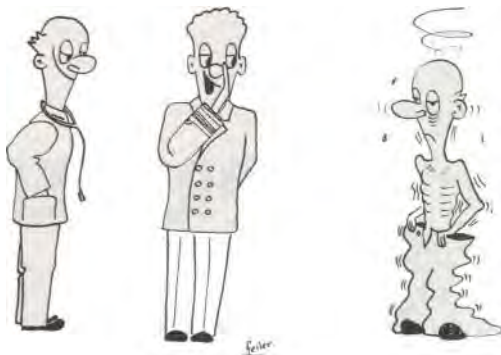
along to act as mediator. It was about this time that our prayers for an engineering disaster were finally answered. Someone up top must have had a pile of immediates to service.

After detaching from the Colonials came the second part of the payment in the form of a two-day cruise around the Greek Islands. In almost sun-bathing weather the bunting of the watch sat and pondered, keeping an ever vigilant look out for Jackie Onasis.

Getting to Malta provided yet another triumph and boost for the SCO/Navigator's prowess. Being tied up to two buoys off St Angelo had its problems although an abundance of dghajsa (or diso to the initiated) provided transport and light entertainment in a neat package. Although some pretty colourful language was used in the locals continual efforts to see matelots off and vice versa. Two changes in the ship's itinerary, due to engine troubles, had the ship's company guessing as to if and when the ship would arrive in dear old Devonport. It seemed that CINCFLEET was not only choosing the programme with a pin but also playing for time. A visit to Lisbon appeared to be in the air, although no one was willing to place money on it. A couple more exercises seemed likely, with a second chance at getting the title 'Tormentor of the Sixth Fleet'.

During all this time LRO(W) Collins was keeping command of the EWO and doing postie plus generally being the Coxswain's runner. RS Crozier handled all the problems arising from a trip around the 'Med' with skill and ease, sloping as much as he dared onto a hard pressed LRO McDermottroe, who in turn handled all problems with a cool manner that would make Marconi jump for joy.

It would now appear that we shall soon be seeing Gib again and arriving back in Devonport in time for summer leave, or even Easter if we are really lucky. At this point mention must be en-



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tered with regards to the new 'Operations Branch'. Problems may have been experienced by some people but the simple solution on board HMS *Mohawk* is to put all the badges into a hat and draw out the one you fancy. This idea seems to work quite well apart from the fact that the Chief's Mess President will not accept a JRO as the new CRS.

In closing this article, I would like to quote an extract from the RO(T)'s turnover log whilst doing a RAS with USS *Kalamazoo* and USS *Saratoga*:

'Now doing RAS, stacks of flags, flashing and, wait for it, yes Semaphore (GOTT IN HIMMEL YEOMAN. VOT IS DAT? FLASHING FLAGS MEIN MEIN HERRY).'

Here endeth the first lesson according to HMS *Mohawk*.

HMS NORFOLK

by Lieutenant P. J. Stembridge

Having been initiated into the ways of the sea-going Navy again and my staff declining the offer to write this edition's article, just a few words.

Greetings to Norfolk Division of Kelly Squadron from the *Norfolk's* afloat.

The Operations Branch concept is ticking over well in *Norfolk* with a family tree, as far as the Communications Group and EW Sub Branch are concerned, as follows:

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(Head of Ops Branch)
Direction Officer

A/SCO	SCO	EW	Other Sub Branches
	T's G's	S(EW)/RO/W	

A hint to all buntings and would be buntings — get your flashing up to scratch and keep it up to scratch. It is with us to stay.

Where is a Commander-in-Chief's flag flown? How many observed where it was flown in HMS *Norfolk* whilst in Gibraltar — at the foremast (with approval of course).



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BOOT AND SHOULDER IN!

HMS NURTON — STANAVFORCHAN

by LRO(G) Dickson

HMS *Nurton* joined Standing Naval Force Channel as CSNFC on November 18, 1974. The squadron all MCMV's, now consists (January '75) of HMS *Nurton*, HNIMS *Hoogezand*, FGS *Marburg* and BNS *Knokke*.

Taking over command, communications-wise, of a NATO squadron, albeit small ships, entails a lot of extra work, patience, flexibility and a sense of humour. The experience of working with different nationalities, using limited equipment and even more limited English is, for want of a better word 'valuable'.

The weather of course takes its toll on sea-time, especially during the winter months, but the friendliness inter-squadron, is greater than any I have experienced in all of the UK based MCM squadrons (1st, 2nd and 4th). The difference in living conditions, service, duties and appearance are apparent but no one Navy has the best of everything. We naturally have the best communicators.

For our 'term of office' we have CY Sked (ex-Northwood barrack stanchion) onboard and I must say he has stood up to the rigours of small

ships almost like a real sailor. The rest of the communications department consists of myself and RO1(G) Nutty. We also have an ex-sparker in the form of Sub Lt Bycroft, appointed as the Mine Hunting Control Officer in the good ship HMS *Nurton*.

Recent exciting events include 10 days in Zeebrugge, five days in Wilhelmshaven (German equivalent of Portland), and a few days at Ostend (Belgium's Dover). Our Spring term consists of visits to Portland, Dartmouth, Ostend, Granton, London and Den Helder.

HMS RECLAIM

by LRO(G) L. Richmond

Being surrounded by numerous proteges of a famous soft drinks company, the task of forwarding our contribution has been conveniently sloped off on to me.

When first hearing the name *Reclaim* many, as did I, automatically think it is a submarine; not so. Listed as the Fleet's 'Diving Trials Ship' we are in fact the only ship of the Grey Funnel Line (and NATO, for that matter, with the exception of our American cousins) capable of carrying out deep diving operations. We carry an efficient and experienced diving team whose 'bogey' is to re-

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main worked up to such a degree that their talents can be utilised with minimum delay. (Such are the vagaries of keeping those 'heavier than air' machines airborne, that their skills are regularly called upon. Miracles take a few days, the impossible a little longer.)

Communications-wise we are a small ship, complemented with 1 LRO(G), 2 RO1(G)'s and 1 RO1(T). However we are fortunate enough to carry a SD(C) as SCO/CORRO (ex RS), an ex CCY as Diving Officer and a SD(C) First Lieutenant who is an ex CRS. The sum total makes the proverbial pyramid act more like a sieve at times (Graded brains make finer power).

First commissioned in 1948 we are probably the oldest operational ship in the Fleet and on occasion this can be disadvantageous, eg. a maximum speed of 10 knots — very handy when shadowing Red trawlers. Our museum piece de resistance, pride and joy of the First Lieutenant, bane of the office is our very own Type 602 transmitter. Born out of wedlock, it's a joy to behold but nevertheless is up for sale for a mere type 643 ono. Any takers?

PRE-REFIT NEWS FROM HMS RESOLUTION (PORT)

by LRO Croft

Since recommissioning we have had numerous visits which include the following. Florida (three to four weeks), Inverary (three hours), Rothesay (two hours) and Coulport (off and on for four months). The remainder of our time was spent in Neptune's Empire.

— ANTI-FLASH MUST BE
WORN ON THE NOSE



... there's always one'



During the commission we have been honoured by various dignitaries, Her Majesty the Queen, HRH The Duke of Edinburgh, The Right Honourable Edward Heath, who at the time was Prime Minister. Admiral Lewin (CINCFLEET), Admiral Shear, USN (CINCUSNAVEUR), Vice Admiral Raikes (FOSM).

The Commission has lasted three and a half years and we are now looking forward to refit in Rosyth, and naturally the Spring Edition of the COMMUNICATOR.

We shall all be visiting Northwood during the refit and look forward to seeing as many old shipmates as possible.

HMS SCYLLA — THE CLASS OF (F) 71 by LRO(W) Keith Leadbetter

It's only fair to begin by saying that those who seek salty adventure stories should look elsewhere, or buy NAVY NEWS. There will be no heart-stopping seagoing thrills in this piece.

Scylla returned on September 30 from a nine-month group deployment to the Far East, loaded to the gunwales with Seikos and conch shells, and since then, not a lot has happened. The inevitable turnover of staff has occurred, with the obligatory honeymoon period for settling in, which at the time of writing is emphatically over.

The customary DED was carried out, many paint brushes were worn out, and LRO Ken McGoldrick manufactured several fearsome objects, which he claimed were paint scrapers, but which would not have looked out of place in the Marquis de Sade's locker.

SCO (Lt Behets), suffered apoplexy when RO1 (T) Dixie Deans painted the bridge wings with boot topping, and I nearly died of exposure supervising operations at the top of the mast. Every day happenings during AMP, as I'm sure you all know.

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'Has the weather forecast come through yet Sparks?'

Since our return CCY Dan has left us, to be replaced by CCY Alistair Hewitt, late of the misty highland outpost of Faslane.

'Fun with Submarines' sessions followed in short order, after Christmas leave (also on the short side). During this period, tripping up bunnings on their way to the bridge heads at considerably more than Stationing Speed became a great time-passer during Force Tens.

As I write, JMC 751 looms large and all comments on that will be made afterwards — they are hardly likely to be suitable for publication in a family magazine.

A taste of life under the waves was meted out to LRO Dave Harrison and RO1 Dave Middleton, when they joined HM subs *Andrew* and *Narwhal* respectively. Both are expected to resume washing any day now. RO1 Ian Clifford, however, travelled jauntily up to Aberdeen to find that HMS *Narwhal* had decided not to be there. 'All night in' on a park bench was avoided only by the fortunate presence of HMS *Lewiston*. Thank you, *Lewiston*, but did you have to send him back? Joking apart, the idea of sending prospective submariners below as a foretaste, does seem to be popular, and is excellent thinking considering

the radical change in conditions and way of life.

Another change of environment is the lot of LRO Dave Harfield, who leaves us to become a Leading Regulator — a giant step for a man, especially in size 15 boots. We wish him luck in his chosen career, but I'm sure he'll forgive me for hoping that I don't cross his path too often in the future.

The arrival of the Operations Branch seems to have come about relatively quietly. The transition to the Seaman Branch of five of our staff looks to be going well. The situation in this respect seems a bit vague at the moment, and can only improve, but queues have been known to form outside the Wheelhouse, and pieces of oddly contorted string festoon the EWO.

The dreaded Task book has descended upon us and the sight of bright-eyed communicators trying to spot a TDA and win ten points is mildly amusing. Seriously, the books seem to have aroused considerable enthusiasm, and the injection of a competitive background achieves even better results. No complaints there.

The most recent happening of note has been the departure to Haslar of LRO Knocker White, victim of a dislodged cartilage. 'Get Well' senti-

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N

ments are in order, and I'm sure his acquaintances around the fleet will join us in expressing them. (Just before JMC — why do these things never happen to me??)

Well, it's been a rather boring three months — we have visited many places, but have viewed most of them through binoculars from assorted anchorages — nevertheless, the message is 'Scylla lives'.

We have magnanimously decided to finish this piece off here, so that the Editor will have to think up more 'plin' cartoons.

Editor's note: No more Plin cartoons.

SHEFFIELD OLD AND NEW

By LRO(G) Irvin Cottle

Today's *Sheffield* was built by Vickers Shipbuilders at Barrow. Laid down on January 15, 1970, she was launched by Her Majesty the Queen on June 10, 1971. She was completed in February 1975. The ship, which is the first of a class of Type 42 Destroyers, is 412 feet long, has a beam of 47 feet and displaces approximately 4,000 tons. She commissioned on February 28, 1975. The ship is equipped with a sophisticated computerised weapon system, and the 4.5 Mark 8 gun. In addition a Lynx (initially a Wasp) helicopter, armed with anti-submarine weapons, will be embarked after our trials period. She is powered entirely by Rolls-Royce gas turbines. The ship is fitted with ICS2 and the Small Communications Terminal (SCOT).

The old *Sheffield*, a 'Southampton' class cruiser of 9,100 tons with a main armament of twelve six-inch guns, was built and engined by Vickers-

Armstrong at Newcastle-on-Tyne. Laid down in 1935, launched in July 1936, she was completed on August 25, 1937 and joined the 2nd Cruiser Squadron Home Fleet. In 1938 she was the first ship ever to be fitted with the then experimental radar.

When World War Two broke out *Sheffield* was with the 18th Cruiser Squadron, Home Fleet and in late September, 1939 she was attacked by German aircraft but sustained no damage. The remainder of 1939 and the first three months of 1940 were spent patrolling the Denmark Strait looking for enemy shipping trying to reach Germany.

In the spring and early summer of 1940 she carried out patrols off Norway and assisted in landing marines to reinforce Norwegian defences. In August *Sheffield* joined Force 'H' at Gibraltar and, until the end of the year, she was engaged in convoying duties in the Mediterranean and patrols off the Azores. In February 1941, *Sheffield* and units of Force 'H' bombarded Genoa. The following two months were spent supporting convoys in both the Mediterranean and Atlantic.

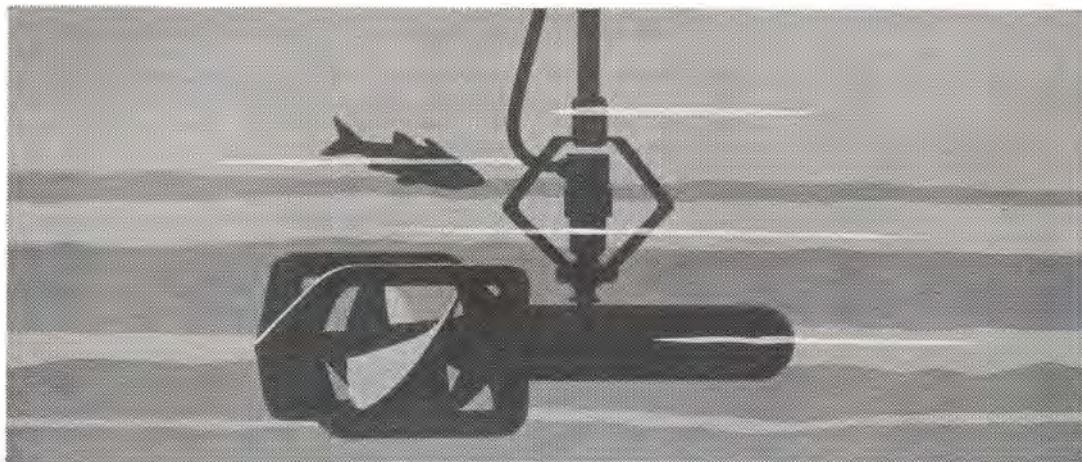
On May 24, 1941, *Sheffield* sailed with force 'H' from Gibraltar to take part in the destruction of the *Bismark*. During this operation, which was conducted in extremely bad weather, she was detached to find and shadow the enemy. After sighting the *Bismark*, *Sheffield* came under heavy fire, but continued to maintain contact and succeeded in homing *Ark Royal's* aircraft and Home Fleet Destroyers on to the enemy in time to strike the final crippling blows.

On October 3, whilst on passage to the United Kingdom from Gibraltar, *Sheffield* sank the German U-boat supply ship *Kota Pinang*. For the remainder of 1941 and until early March 1942, *Sheffield* was employed in escorting Arctic Convoys. On March 4 she struck what was thought to be a mine whilst escorting one of these convoys. She returned to the United Kingdom for refit and repairs. *Sheffield* returned to escorting the North Russian Convoys in August and remained in northern waters until November when she took part in the North African Landings. In December 1942, *Sheffield* returned to Arctic Convoys, and at the end of the month in the company of other units of the Home Fleet she successfully fought off an attack by *Lutzw* and *Hipper*. During this action *Sheffield* sank the destroyer *Friedrich Eckholdt*.

In January and February 1943, *Sheffield* continued with the Russian Convoys; during one of these she was severely damaged by gales and was under repair between March and June. In July and in August she operated in the Bay of Biscay on Anti-Submarine and Blockade Breaker duties. In September she took part in the bombardment of Salerno and remained in the Mediterranean until returning to Plymouth in November. In December she returned to the Russian Convoys once again and was present when the units of the



'... I hear the Doc is trying to grab us for jabs'



DRAUGHTSMEN/ILLUSTRATORS and TECHNICAL AUTHORS

Marine Electronics

West Country

The Plessey Marine Research Unit is engaged in a broad range of research and development in the field of electronics and underwater acoustics. New projects are now creating a number of openings for Draughtsmen/Illustrators and Technical Authors. They will be assisting in the preparation of Admiralty Handbooks describing advanced sonar systems. The equipments contain the most modern digital circuitry employing TTL Logic, ROM's, RAM's and thin film techniques. The research and design laboratories are situated on a country estate at Templecombe, Somerset. Good educational and housing facilities are available in nearby towns like Yeovil, Sherborne and Wincanton, while the Dorset coast is less than an hour away.

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To prepare original material for publication, originate draft text illustrations; prepare final copy after approval; read and correct camera copy and printers' proofs. Would work largely on own initiative under limited supervision. Should be educated to O.N.C. standard in electrical engineering or equivalent standard in appropriate subjects coupled with an engineering apprenticeship or service in HM Forces, or other practical experience. REF.TA.516

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This is an ideal opportunity for illustrators to join an enthusiastic team in a new department engaged in the preparation of MOD(N) Handbooks.

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For further information please telephone, or write giving details of age, qualifications and experience, to The Personnel Manager, Plessey Marine Research Unit, Wilkinthorpe House, Templecombe, Somerset. Tel: Templecombe (0963 7) 551.

Home Fleet sank the *Scharnhorst*. Until June 1944, *Sheffield* operated in the Norwegian Roads, attacking enemy shipping and supporting the aircraft carriers *Furious* and *Victorious* in their attacks on the *Tirpitz*.

In July 1944, *Sheffield* went to Boston, USA where she refitted until her return in May 1945, to Portsmouth.

From September 1946, until late 1948 she was Flagship of CinC America and West Indies based at Bermuda. A refit was conducted in 1949-50.

In April 1951 she returned to the Home Fleet where she remained until returning to be Flagship at Bermuda in October. She had a further period of service in the America and West Indies station in 1953-54.

In 1955 *Sheffield* commenced a General Service Commission in Home and Mediterranean waters.

Sheffield relieved the Battleship *Vanguard* as Flagship of the Reserve Fleet, based at Portsmouth, in June 1960. She took over the role of Flagship to Flag Officer Flotillas Home Fleet until the summer of 1964 when she paid off for the last time and was placed on the Sales List. She remained at Portsmouth until sold in September 1967, for breaking up at Faslane.

HMS *Sheffield* was awarded the following battle honours for her service in the Second World War:

NORWAY 1940	NORTH AFRICA 1942
'BISMARCK' 1941	SALERNO 1943
ARCTIC 1941-3	ATLANTIC 1941-3
BISCAY 1943	MALTA CONVOYS 1941
SPARTIVENTO 1940	BARENTS SEA 1942
MEDITERRANEAN	NORTH CAPE 1943
1941	

HMS TARTAR

My Dearest Darling Swinging Felicity,

Thank you ever so much for your last letter and the five pounds postal order for the Ship's charity. It was good to hear that you did some welfare work on the American aircraft carrier. I really

didn't know that you were interested in showing films but glad the sailors enjoyed the show. Would you tell your mum from me that I don't need a Balaclava helmet now as we are in the West Indies — it was so cold before that I thought my friend Martin Pound the SCO had taken us the wrong way. I don't know what has come over him lately, ever since we visited mustique he has been playing Jesus Christ Superstar in his cabin (the LP I mean, not him) Ha Ha. He is happy now though that we are with the Royal Yacht, he used to be boats officer on there or something. Remember I was telling you about old snowy, Brian I call him — he took me and a few other friends to the Governor's cocktail party in Tortola, they had some really strong Coca Cola there, Wow.

Since we left Bermuda we did a bit of flag waving around such islands as Grand Turk, Puerto Rico, Virgin Islands, Trinidad, St. Lucia, St Kitts, Antigua, Martinique, Barbados, Nassau and other such places: of course you know that I would much rather be in England with you my love, even if the weather isn't quite as nice.

All very boring actually except when we were working with the *Ark Royal* and *Hampshire* and *Fearless* and some other Ships from UK with the Yanks on an exercise. The whole Ship's Company enjoyed that tremendously. The ship is off to Mexico now as escort to HM the Queen in the Royal Yacht *Britannia* which should be a good run-ashore even Ted Scott (Potsy baby) has been around lately so it must be hotting up.

One of the Junior blokes Alex Pocock is going outside shortly and four of the other lads picked for their brains recently passed for their Provisional Killicks rate, shall have to think about letting them go on Course now I suppose. When we come home in April I have to go to Portland again, then visit Dundee, and then something that Potts cries about called 'Jamex', he needn't worry I'll organise it for him.



HMS Tartar

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HARRY HAWKES

Must go now love, John Manley, the Captain wants me up in the upper cabin flat (nice chap, probably wants me to sort something out) or it may be for me to tell him all about the run-ashore I had last week that I told Jimmy about yesterday.

Lots of love see you in April.

J.A.M.

PS Keep the charity postal orders coming;

PPS. Harry and Mark and Alan and the lads send regards.

COMMCMEN WHITEHALL

by Lieut T. Pratt

Commcmen Whitehall's last entry in *THE COMMUNICATOR* was so long ago that a quick flip through recent editions has failed to reveal it! However, with the number of personnel drafted to the Commcmen under 6 months and the classes who visit from *Mercury* I am sure that we need no introduction.

Whitehall has been undergoing subtle changes during recent months; a fresh coat of paint and new carpet has given the admin spaces a face lift, whilst anyone who ever worked in the dungeon like atmosphere of the Old Message Handling Room will be pleased with the light, airy surroundings to which it has now moved. The space which has been vacated is now in the hands of DOE and will re-appear, hopefully in the not too distant future as Conference/Lecture rooms and an interview room.

At about the time that the UK satellite Skynet IIb was being launched (reported in the last issue of

THE COMMUNICATOR) a Sperry miniature digital processor was being installed at Whitehall to act as the TARE interface for Satellite ship-shore communications. The Sperry Front End Processor (FEP) is a fully automatic message relay, designed to receive data on six input SCOT channels and transmit this data on three output lines to TARE. It also includes a receipting function and every half hour generates a signal giving a summary of messages received in the previous thirty minutes which is automatically transmitted to the satellite broadcast; the broadcast is itself controlled by TARE.

Traffic continues to flow at a fairly high level, with TARE averaging 750,000 transactions per month. So, if you are not averse to watchkeeping and being kept busy why not acquaint yourself with the bright lights of London by putting in a DPC.

RN COMMCMEN — SINGAPORE

by CRS (RCI) S. J. Rayner

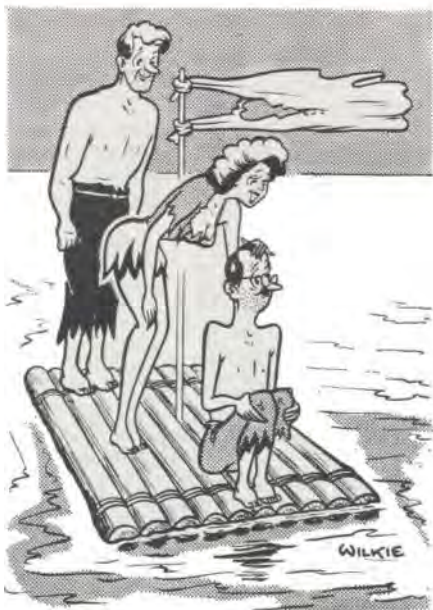
'Sad one Cyril, they're going to close us down.' With the announcement in the House of Commons that British forces will withdraw from Singapore, a black cloud descended on the RNC. One of the few remaining good shore drafts will shortly be no more. As yet, we haven't been told when we will go, but it won't be long before Drafty stops detailing reliefs and so this will be one of the last letters to the *COMMUNICATOR* from this spot in the Far East.

At the time of writing, we have the Far East Task Force in the area who keep us busy signal wise and socially, (the art of casting the golden lanyard is not yet dead). Lt Humphries has relieved Lt Carter as OIC and we wish the latter all the best at Shrivenham. CRS Timson is hiding in Whitehall waiting for a ship to come his way. Our one and only dayman is LRO(T) Bernie, shortly to go to *Mercury* for a CY qualifying course, who manages to hold the signal distribution together in between getting bitter and twisted with our friendly rivals the RAF.

ANZUK finally disbanded on January 1 and now we are back to single service working (those unfortunate enough to have had to correct ACP117 CNS will appreciate the trauma we have been through). The old ANZUK HQ (ex Naval HQ) is now UK Military HQ — life is not easy — and houses the three single Service Commanders and their Staffs. The RN Commcmen is at the moment a separate entity, but as rationalisation plans proceed it is expected that we will merge with the RAF Commcmen, which will mean yet another correction to the 117.

Any visiting ships to Singapore are welcome to come up and see us, you never know, we may have something you can have.

Re the introduction of the Task Book and the requirements for advancement. Lurking in the back of mind is the thought that it is wide open for a fiddle — to the detriment of the RO1. We



'It's Saturday evening, aren't you going down for a pint?'

are all very much aware of the pressures on the communications senior rates at sea, and I am sure that some will find it all too easy to sign off a page in the task book, without being absolutely convinced that those tasks have been completed, in order that they can get on with their own jobs. From another angle, it is a rare ship which can get into four watches these days. Therefore the pressure is on the Junior to perhaps do a little fiddling himself. I hope I do not view task books with undue pessimism.

HMS ZULU by LRO(W) Noble

In our last article to the magazine, HMS *Zulu* promised to grace the Fleet with its good looks and expertise, however due to circumstances beyond our control (aren't they all?) this has not come to pass.

Very shortly, we are assured by the 'gospel of the galley', we will escape to the open sea and once there, will, by perpetual motion, swimmer of the watch or conventional means arrive at war torn Portlandia, so far deprived of our assistance in its time of need. Having said that, we hope it will have scotched all rumours about HMS *Zulu* having been painted tartan, to blend with the countryside, or of plans to turn us into accommodation for a General, rumoured to be visiting these parts in the coming year?

Time has not passed without incident, unhappily we report the temporary loss of CY Glazier due to a motor accident over Christmas leave, from all of us including acting local CY Norcliffe, we wish him and his wife a swift recovery.

We end on a reassuring note for anyone entering extended periods in harbour, everyday is certainly not dull daily dockyard routine. At the very moment of drafting this article, the ship waits in suspense for the communications orienteering team, in aid of guide dog charities, to return. Any moment now, it is expected, the Royal Marine detachment will be sent away to scour the locals in search of our lost pioneers.

The closing date for articles for the summer edition is July 10, 1975. Articles with photographs and cartoons are most desirable and badly needed to add interest to the Fleet section. Plenty of support PLEASE.



'Any spare hands, Buffer?'

A CHANGE OF EMPHASIS IN COMMUNICATIONS AND ELECTRONIC WELFARE TRAINING

by Staff Officer Ratings Training 'Mercury'

The length and the content of New Entry and Career courses ashore have decreased over the years and to maintain the professional standards of the Branch much more reliance is now placed on On the Job Training (OJT). This in turn puts much more responsibility on Senior Ratings at sea and in shore Commcens.

Task Book One for all Communications and Electronic Warfare ratings shows each rating what standards are required of him AND gives Senior Ratings an excellent guide to the OJT required. Passing professionally for the Able Rate is now achieved by demonstrating that the Operation Performance Standard has been reached, and this is shown by the completion of Task Book One.

There are therefore two vital messages for all Senior Ratings:—

1. There is more training to be done at sea and this means that training must be carefully presented at departmental planning meetings to ensure that it will be free of interruption. (We still see ratings in *Mercury* who swear they haven't read an MRX for 12 months).

2. Value your autograph,. You are required to sign the Task Book to show that each OPS has been reached. Make certain you are fully satisfied before you sign.

The days when it was all *Mercury's* fault are over. We are ALL in the training game together.

Editor's note: Please see the article by the Staff Officer Ratings Training MERCURY.

It is up to all responsible Communicators to ensure that maximum value be gained from the introduction of these books. There will obviously be some difficulties and some faults but it is your efforts that will make them a success.

DISJOINTED COMMUNICATOR

by WOII (YOS) J. G. T. Doherty

I was heavily involved in a long advancement course when the news was broken to me that I had a posting (draft) to HMS *Mercury*. Remembering my bitter experiences of giddiness on children's roundabouts I hastily enquired as to its size and present position. On being assured it was enormous and situated 9 miles from the nearest water I breathed a sigh of relief and thanked the Lords of the Admiralty, First Sea Lord, Old Uncle Tom Cobley and all.

Still feeling slightly dazed I staggered home, via the bar, to break the news to my wife. 'Good grief', she exclaimed, 'and you get sea-sick so easily'. Then with a hopeful gleam in her eye,

'Will you be away at sea a lot, Sailor?' Hastily I reassured her.

Three months later I arrived at my first ship full of youthful enthusiasm, determined to stamp my personality on the Navy and quite certain that under no circumstances would I succumb to the naval way of life. Alas, just a few weeks later I was going to the heads, eating in the galley and sacrilege! — calling visiting soldiers Pongos?

My illusions were further shattered when I discovered that contrary to my belief all sailors do not go to sea; in fact some sailors do not go to sea at all. Rest easy lads, this is not an expose, your secret is safe with me.

On my first day I was welcomed in to the Chief's Mess with open arms. 'Ah!' I thought, 'the tales I have heard about the Navy must be true' and resolved never to turn my back on these loyal friends. Then I received a proposal, not from the Chief Stoker, but from the Mess President that I join the Entertainments Committee. A 'suggestion' which in a weak moment I agreed to.

My first Divisions day was most impressive, with boots gleaming, uniform freshly cleaned and pressed, armpits dusted and cap brushed I reported to the Chiefs' Platoon. The Mess President determined that I should be in the forefront of the action and made me Left Marker. A position which meant that I should lead off the Chiefs' Platoon and thence the rest of the Signals School. Happy in my ignorance I was not unduly worried about this prospect. I soon found out however that it worried everyone else, because as soon as the Mess President left, I was moved to the far end of the rear rank: from which position I was able to hear a sigh of relief flowing through the platoon.

I arrived in GC section office to be greeted with such friendly ribaldries as 'Go home, Brown



Job', 'Where did you get the Action Man suit' and others. It was explained to me that this was the ancient and honourable naval game of 'baiting' and that my offer to punch the head of the baiter meant that he had succeeded in his attempt to make me bite. I was quick to learn this game, and in my turn was able to make people bite but quickly I learnt that the rules of the game are not understood by all naval personnel and I still bear the scars to prove it.

Next came the bombshell. I reported for work to face the question, 'What do you know about Broadcast?' Not being one to gild the lily but anxious to create a good impression on my first day, I capily replied, 'Not a lot'. The questions came thick and fast then, 'Ship Shore?', 'Intership RATT?', 'Task Force Working?'. I had to admit I didn't know what a Task Force was, never mind work one. The scornful look in his eye and the contemptuous leer on his face said it all. My spirits sank, then in a flash of inspiration I hurled the question 'Can you drive a tank?'

'No', he slowly confessed.

'Right'. I said jubilantly, neglecting to add that neither could I and once more restored to my normal carefree self, 'You teach me what you know and I'll forget your shortcomings in the Tank department'.

So I settled down to adjust to life in the RN. I was unfortunate in that the chap I was to relieve WOII Jim Ross had already left *Mercury* for the Bahamas and I was very much on my own. I was therefore very grateful to receive an offer from Henry Higgins to show me around. Henry's exploits, you will all agree, belong in a book of their own.

Suffice it to say that he showed me around for 4 days; at the end of which I packed his case and begged him to leave.

I then began to study the intricacies of Naval Communications. I was quite surprised to find that there was a lot of common ground between the Royal Signals and the RN, especially with regard to Inter Ship RATT and MRLs. Even so it was with stomach fluttering and knees trembling that I approached my first teaching assignment. I'll never forget the look of disbelief in the eyes of LG6/73 as I stood up in my brown suit and explained to them the problems they could experience on RATT Ship Shore and Broadcast. It was a problem I was to continue to have until I was relieved at the chalk face and became the Chief Instructor for Tape Relay, Message Processing and Cryptography.

Looking back on my year as Chief Instructor I am astonished that I approached the task with such confidence. Confidence I now know, bred of ignorance.

Happily I have now settled in and recently added Course Manager for all WRNS Courses to my other tasks. This job I find especially rewarding.

Hopefully I expect to remain in the School of Maritime Operations for some time, so I would

be delighted to receive any correspondence from previous Classes.

In Joke for HMS Mercury

In conclusion I would like to strongly deny the rumour that you have to get rid of £86 worth of fireworks in 2 minutes to qualify for Warrant Officer.

EXCHANGE FOR A CHANGE

CRS(RCI) J. Littlefield
US Navy Communication School
San Diego, California, USA

To visit a foreign country is always a pleasure, unfortunately through certain territorial relinquishments there are fewer countries on the geographical inventory it is still a pleasure to visit.

Accompanied drafts are becoming rare and foreign port visits are curtailed or influenced by political overtones. If the supply of spice which supposedly adds variety to our lives is reduced we generally succumb to 'Terminal Monotony', a 20th century disease which eats away at efficiency and morale while breeding varying amounts of dissatisfaction.

While the Navy suffers from inherent post election shrinkage and with a role devoted almost entirely to NATO it is necessary for those who really did join the Navy to 'see the world' to look to pastures new. Communicators and certain Supply and Secretariat personnel are still relatively well endowed, with regard to foreign tours of duty, but taking the Navy as a whole the future appears uncertain.

There are several opportunities to serve in European NATO countries and a few openings in the Commonwealth, Communicators and S & S receiving the lions share while 'Stokes' for example might be fortunate to find himself responsible for 'Mercury Bicycle Patrol' between ships, with or without the bike.

One of the most promising programmes designed to stimulate interest, creates greater understanding between navies and at the same time provide hitherto unheard of billets in the Personal Exchange Programme (PEP) which is sponsored by the United States Navy with fourteen other countries participating.

Having been actively involved in the programme for sixteen months I feel qualified to promote PEP, the survival of which means the survival of excellent opportunities to work and liaise at various levels of Anglo-American naval activities at the same time opening up some new frontiers in the 'Old Empire' which will compensate for the closure of others in the 'New Commonwealth'.

The Personnel Exchange Programme is conceived as a one-for-one exchange of Officers, Chief Petty Officers and Petty Officers and has grown out of wartime interchange of staff personnel during combined operations and the necessity to exchange and standardise operational doctrine. The original concept has been expanded in recent

years to include technical and operational exchanges which can only benefit Fleet activities. We have relied on a so-called common doctrine for many years in the form of Allied Publications and Joint Exercise agreements, and although relatively successful these established methods often require support from liaison teams, Special Instructions and the occasional grope around in the dark.

Most Combined Fleet activities undoubtedly are successful and some perhaps leave one with the feeling that FINEX is the nicest word yet to find its way into the dictionary. If some readers feel that they have been justified in levelling scathing remarks at USN communicators rest assured they have been reciprocated. In addition to my instructional duties I occasionally find myself defending the honour of one of HM Ship's communication activities, a role 'Which must be assumed enthusiastically in order to perpetuate 1,000 years of naval tradition' plus the occasional reminder that the instructor is always right on these matters, even if said HM Ship wasn't.

The RN/USN Communication Exchange is more or less in the 'Pilot' stage with myself involved in an 18 week course designed to up-date Petty Officers in the techniques currently employed in managing personnel and equipment resources and CY(TCI) Parkinson teaching Fleetwork in the Officer of the Deck School. Both of us are employed in San Diego, California and view this as a once in a lifetime opportunity to become fully integrated in US Naval Professional and Social activities, or is it the other way round? Either way we achieve our objectives without being fed large doses of Baseball, Hotdogs, Applepie and Chevrolet.

So far the programme has been highly successful with various branches of the Service participating in several installations within the USA. Hopefully there will be an expansion but not without considering certain political and financial facts of life such as how many foreign personnel can be absorbed into a national organisation without possibly creating an undesirable influence, and how much is the RN prepared to spend in order to maintain a high level of participation. Hopefully the latter will not be influenced by the current financial climate as there is no doubt that Dollar for Dollar it is worth it. Apart from the fact that to swan around California is a highly desirable activity we must not lose sight of each country's objective within the exchange programme where PEP Personnel are given meaningful and responsible assignments commensurate with their rank or rate. Whether it be maintaining or flying aircraft in a naval air squadron or instructing equipment principles to Radiomen, we are all gainfully employed. We eventually become aware of each other's problems and mistakes, learn from them and attempt to alleviate them on future occasions, particularly in the Fleet.

Combined force communications usually present problems not least of which is to ensure every-

one is using the same Complan/Frequency/Sideband and Arrangement, not necessarily in that order. RN Communicators have one advantage over their USN counterparts in the form of equipment standardisation. There are of course some differences between the three fits 3B/ICS1/ICS2 but most equipment characteristics are identical from ship to ship with same emission development regardless of fit. In the USN equipment standardisation does not prevail as yet and although the situation is rapidly changing there are for example three methods of developing an

F1 850Hz shift emission:

- (1) The original concept of FSK where the transmitter is set up on the Frequency assigned and the send TTY DC output operates a keyer which shifts the unmodulated RF carrier frequency plus and minus 425Hz.
- (2) A concept known as LSB FSK where the TTY DC output causes a transmitters internal 425Hz oscillator output to amplitude modulate the suppressed carrier frequency in the USB of the transmitter in the Spacing condition and LSB of the transmitter in the Marking condition while the transmitter is in the 'LSB FSK' mode resulting in the suppressed carrier frequency being the same as the frequency assigned.
- (3) Single Side Band FSK where the suppressed carrier frequency is amplitude modulated with two AF tones (1575Hz Mark and 2425Hz Space) with a resulting off-set of 2kHz which will not influence the standard RN 1.7kHz off-set in combined working because of the difference in AF tones.

Regardless of development all three appear identical in the spectrum, are referred to as 1.24F1 and equate to RN parameters of F1/850/



'Well, I certainly told the patrol where it got off'

2/75. In view of the relatively wide range of characteristics the user must be aware of how his emission is developed in order to avoid errors.

Additionally not all USN transmitters are capable of being tuned to decimal increments and although this is ceasing to be the case, until all transmitters have the same capability the A3J off-set rule will be as quoted in JANAP 195: Drop 1.5 from the assigned frequency and round off to the nearest whole number down if ending in point five or below or the nearest whole number up if ending in point six and above. It is a common assumption that 2kHz is dropped for UK/US A3J assignments. This may often be the case but it is not the rule. The JANAP 195 instruction may result in some odd looking suppressed carrier frequencies but it does bring an assortment of transmitters into line.

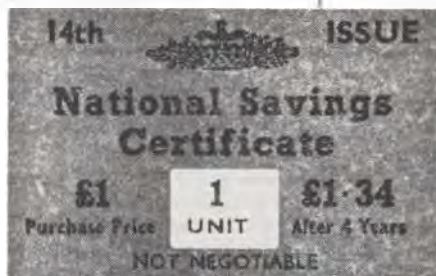
Neither the RN nor USN has cornered the market on advantages or disadvantages. I imagine we both have our fair share. I have had a good insight into several USN communication concepts, old and new and there are many fine equipments and systems which are operational or in the development stage which will relieve operators of many tedious tasks and hopefully restore some job satisfaction back into the 'Radio Shack' and perhaps help the modern day communicator shed his 'Tape Ape' image.

I was most impressed to see the Enlisted Radioman's involvement in future development. ASWE has a cousin here in San Diego known NELC (Naval Electronics Laboratory Centre), also built on a hill curiously enough, which no doubt characterises the 'Boffins' desire to look down upon us as we gaze up in awe. However, there are several Chief Petty Officers and Petty Officers actively involved at NELC which I think is quite an interesting concept.

Like most RN Communicators I have never been familiar with Multi-Channel techniques although there are those who have advocated the necessity for a Multi-Channel Broadcast for some time. Whether this is good or bad is a policy-makers decision. The technique does increase the flow of signal traffic at the same time creating a potential 'Traffic Monster' which keeps on growing resulting in a back to square one position. However most USN ships have multi-channel capabilities both send and receive and I am most impressed with its compactness and ease of operation. These and many other related points of interest provide for many eye-opening experiences which is of course the objective of the exchange programme.

A good exchange programme creates a foundation on which an understanding of each other's professional and social problems are built and a forum in which views and ideas can be exchanged. In view of Britain's total involvement in Europe the exchange concept could have a bright future in that direction also although language presents a barrier, but is that so insurmountable?

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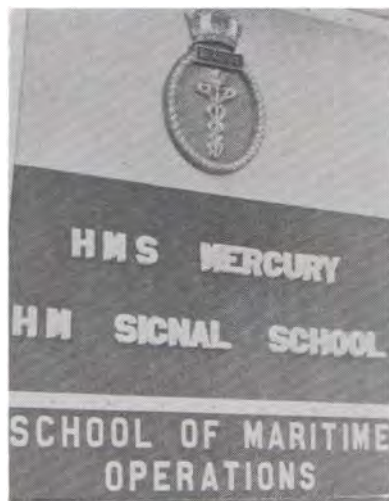
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GOING THE ROUNDS IN MERCURY

Captain Signal School — Captain R. C. Morgan
 Head of the CEW Faculty — 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
Mess Manager: CMEM B. Adlam
Entertainments: WOII J. Doherty, R Sigs

THE COMMUNICATOR deadline has as usual caught us up without being noticed, having only just enjoyed the Valentines Dance and Mess Dinner, it hardly seems the right time to start thinking of Easter.


Our guest at this term's mess dinner was Captain Morgan in his final term as CSS and also in the Service. The attendance this time of 62 was most encouraging and it made the hard work of the Mess Committee well worth while. The dinners also continue to be an excellent means of fostering relationships with other Messes and Services, this time we invited the RCT Regiments from Bordon and Gosport — the object behind this being that their LCT's still receive a 'TOI'. The new Captain of *Mercury*, Captain D. A. P. O'Reilly, who takes command on April 17, is also being dined by the Mess on the day he takes command, at the Wedgewood Rooms, Southsea.

The Mess is endeavouring to start a Darts team again, led by CRS Yeo, we haven't managed to win anything yet but the runs ashore have been good. We have held our own in the outdoor sports as well. With the 'Sea Dads' trophy being contended against the Wardroom next term CCY Denning is determined to have everyone fit.

There are quite a few changes on the Mess Committee in the pipeline for next term. As mentioned in the last edition, the Mess Manager, Brian Adlam, is leaving to start life as a publican, watch this space for the address! We wish him success and thank him for all he has done for



Captain R. C. Morgan receiving a silver salver from Mr P. Underwood, President of the Fleet Chief Petty Officers and Chief Petty Officers' Mess, on the occasion of his retirement



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There is a Lloyds sub-branch at HMS Mercury.

us Communicators over the past two years. Jim Doherty is taking a well earned rest from the Entertainments Committee, although no doubt his expert advice will still be available. It's a strange fact that the non-Communicators always seem to excel when they take on a Mess duty — some of the younger Communicators in the Mess should take note.

This is my last term in the chair, it has been an enjoyable year in many respects, I would like to thank all who have helped along the way and wish my successor the same pleasant ride.

PETTY OFFICERS' MESS

President: CY Prince

Manager: CY Durrant

Secretary: RS (RCI) Lee

Committee: RS Evans, PO Pullen, RS (W) Faircloth, PO Pullen

The Spring term as always has been quiet with pockets fastened to recover from the Christmas and New Year revelries. Despite this the Mess is in a good financial state with no necessity to raise Mess fees (a pleasing change in these days of inflation). Duties are becoming more frequent for everyone owing to the large influx of New Entries and outflux of POs to Kelly Squadron.

The Christmas Dance was a sell-out and the New Year's Eve Dance well attended.

Since leave the Mess has managed to raise in excess of £30 towards the Children's Home that we support in Hindhead. It would be nice to show pictures of the kids but Surrey council will not permit this so rest assured You're doing a Grand Job. Two carloads of toys and games have been taken over plus 30 children attended the party and were given presents at Christmas.

For those going East 'up homers' in HK should include CYs Kemp and Goldsmith who have promised to give all sailors from the Mess a good time. In Mauritius RS Whittaker says the same (How do they do it?)

On behalf of the Mess three members attended the funeral of June Goldsworthy the wife of RS Goldsworthy who was President of the Mess for nearly three years. The letter received from him has been displayed on the mess notice board. We have been temporarily short of a Mess Manager for the last few weeks as he has been to Haslar to have certain parts refitted, and A'S and A's carried out. All being well the Mess Manager should be back in the chair (painful) after leave. He has been visited and last seen looking for a swimming ring or inner tube.

A farewell to our leading next door neighbour FCCY Underwood who, during his period in The Chair has given this Mess all facilities possible and has co-operated with us in every way. A welcome too to his relief FRCS(W) Wise with whom we hope to carry on the good work.

GOLF

by FCCY J. Fouracre, Golf Secretary

Further to the Christmas edition; the annual match between RN Signals and The Royal Corps of Signals will take place at Aldershot on Thursday, June 19, 1975. Play will commence at 0930 and the match will take the form of Singles a.m. and Foursomes p.m. Any serving Officer or Rating (provided of course they are affiliated to the Communications Branch) who would like to participate in this match and holds a current handicap of 18 or better, please drop me a line or phone (ext 318) as soon as possible. Details of team selection and how to get there will be posted to players nearer the time.

During the winter months we managed to procure the services of Ron Crockford the Corhampton Professional to give some 15 golfers indoor tuition which appeared to be great value. The Captain's Golf Trophy Competition played for annually is now under way and it will be interesting to see just how beneficial the lessons have been.

ROSM PROJECT

CRS SM TYSON	(RADIO ORG),
CRS SM HARRIS	(W/T PROC),
RS BIRD	(W/T PRAC),
LRO(G) FERGUSON	(MTX/MRX),
RS SM SANDERSON	(MANAGEMENT),
RS SM ROSE	(EW ORG/RRX),
RS ALLEN	(A/T),
CCY (TCI) DENNING	(MESG PROC/CRYPTO),
RS SM JAMES	(NEW ENTRY ROSM),
RS SM CAREY	(TRAINING DESIGN).

The above named are in one way or another all connected with the ROSM courses within HMS *Mercury*, so you can see that we have the Instructors, Constructors, Destructors, Conductors and Obstructors. We have the conversion courses, the converted conversion courses, the career courses, course for courses, new entry courses, course to get on course courses, assault courses and of course, intra course courses. We have the classrooms, bathrooms, and padded rooms. We have the abilities, facilities qualities BUT, guess what we do not have — BODIES. So get yourself dared, spared and shared between *Dolphin* and *Mercury*.

Term Tale

Did you know that you keep a constant watch on the S/M B'cast to listen for the S/M indicator buoy.

We regret to say that we will more than likely have some more dits for you next edition.



Happiness is Wren shaped

CHRISTMAS PANTO 1974

With much gusto and over-enthusiasm the musical rehearsals for 'Cinderella Rockerfella' got underway in October under the direction of Mrs Marion Jenkins. Character parts were soon gobbled up by Lt Cdr Gerry Beard, Lt Bob Williams, Lt John Wingett and RS Shepherd.

After hours of sweated labour, and cajoling, the whole cast, under the able control (sic) of Squadron Leader Viv Jenkins, put on their first 'performance' for the children at the Mercury Hippodrome on December 1, 1974. This was not without his hisccoughs — for a variety of reasons! Bob Williams kept the 350 children in pantomime order during the various intervals so improving his management techniques.

The Senior Citizens night on Monday, December 2 was a great success when 400 members of local groups invaded the establishment. The tea/sticky buns organisation during the main interval was a masterpiece of planning and execution.

Doris Westaway, our local pianist *in situ*, gave her all and, considering she is herself well past the retiring age, did a wonderful job on the ivories — as she always manages to do.

Ships Company night was almost a jovial riot and was enjoyed by all — including the cast. The bevy of attractive beauties led by L/Wren Debbie Clark (Principal Boy) and Karen Davies (Cinderella) — daughter of Lt Ted Davies — nearly brought the roof down and they managed so well to repel the cross fire from the ever witty sailors.

Wardroom and Senior Rates night was a little

more subdued on Wednesday, December 4, but by this time the cast were slick and the Uglies, played by Lt John Wigett and RS Shepherd soon had the audience in the palms of their hands with their blatant outbursts of song and their cream pie slapstick.

The Baron and Dame were played by FCCY Chris Bracey and Lt Cdr Gerry Beard and their duets of dulcet quality will be forever remembered —and not a bum note between them! Lt Cdr Simon Drake-Wilkes was suave and athletic in the role of a non-singing, but he did try, cartwheeling an exuberant Jester.

The Panto was narrated by PO Wren Olly Butler, ably supported by Marion Jenkins in the



Not that custard pie act again

role of Fairy Queen, and they managed to ensure that throughout the play the audience were aware of the true plot even if the cast wished to put in their own version.

All credit also to CCY Keith Denning and LRO Bungi Williams for playing two 'gay young things', to RS Al Soars and LRO Herbie Herbert for 'acting' two very credible and well rehearsed drunken matelots, and to the chorus for their support.

In all a most energetic and hilarious display of how to communicate in drag without falling foul of the Master at Arms. Many helpers from Kelly Squadron, the Wrens and Ships Company helped to make this Panto a resounding success which gained good publicity in the local press. The photographs kindly donated by the Petersfield press depict the high kicking quality of the beauties and the cream pie antics of our new-found drag artists.

WRNS CORNER

A WREN'S FIRST IMPRESSION OF HMS MERCURY

by Wren Jane Braithwaite Class WRO13

Having been here for three weeks now, it is amusing to look back and remember my first impressions of Leydene.

Leaving the homely nest of HMS *Dauntless* at 8.30 am on a Friday morning with eleven trainees and forty-eight suitcases was no joke. The only reason we were looking forward to going to HMS *Mercury* was the fact that at last we were going to meet real sailors, the men who protect our shores and are supposed to have all the fun.

So you can imagine all twelve of us, huddled outside Petersfield station on a cold February morning, dashing in and out of the waiting room to have a quick cigarette to keep our spirits up. We stood waiting for transport which was sup-

posed to be there to meet us and take us back to this big communications centre. Well I don't know what happened to their communications but there was no transport to greet us, nor was there any after an hour. Due to the cold and lack of food, we decided to put out a call for help and transport arrived twenty minutes later.

On arrival we were hustled into the WRNS Quarters amid wolf whistles and witty remarks from those sailors who will insist on almost throwing themselves bodily (often bare chested) out of the window just to greet a Wren. This was all very interesting.

Now we must admit that the Mess into which we threw all our baggage, before rushing off for a late dinner, was really great. It was nothing like we expected, bunk beds or hammocks. Being on the ground floor was a little disturbing to begin with but after surviving the first night without



On the up and up Slopes of Mercury. WRO 13 — Lucky for Some
L to R: Wrens J. Braithwaite, H. Carberry, V. McNichol, A. Clarke, J. Farrington, L. McKay,
K. Yeo, H. White, D. McKie, J. Langley, L. Beard, Y. Steedman

incident, we decided it was not too bad after all.

At this stage our impressions of HMS *Mercury* were not very good at all but after unpacking and being given a guided tour of the establishment, we decided it couldn't be all that bad, without ado, we changed out of rig with the tell-tale tally-band — HMS, and bravely made our way over to supper. This was the first time we were to meet the rest of the inhabitants en masse and it was quite frightening. We all took small portions of food, although we were starving, so that we would not have to sit there too long but it seemed to take us ages to eat such small amounts. You see, we did not have the nerve to get up, walk back through the rows of sailors, stand in another queue and then struggle with the machine, all to get a cup of tea to wash down the food which would insist on almost choking us.

But what really made the biggest impression on us, was the welcome we received on entering the Mercury Club. After an initial argument as to who was going into the bar first, we filed in like a mother hen with her chicks and facing us were rows of sailors, their right (well most of them were right-handed) tattooed arms lifting great frothing pints and singing the crudest songs. Trying very hard to ignore these songs, we sat in a tight circle and pretended we were enjoying ourselves. Whether they had a moment's pang of pity for us, I don't know, but a disco was started and from then on we didn't feel too embarrassed, we met lots of sailors, all different shapes and sizes and we drank Pepsi Cola by the pint. This lasted until about 23.00 when we merrily rolled back to the Mess. Now at this point, the majority of us were beginning to show signs of liking the place but others were not so sure.

On the whole, our first impression was one of dislike but I think this was because it was so different from what we had known at HMS *Dauntless*. But as I said at the beginning, having now been here for three weeks, meeting lots of sailors with golden hearts and no longer blushing at some of their remarks, I would no longer wish to go back to HMS *Dauntless*. It just goes to show how first impressions can be so misleading.

A CHANGE FOR THE BETTER

by C/Wren Vince

One of the most common explanations Wrens give me, as to why they were reluctant to buy THE COMMUNICATOR is that they did not feel as if they were involved enough with the magazine. Consequently, when I discovered that the Editor was trying to create a series of articles by Wrens I was well pleased and hoped it would generate more enthusiasm amongst the girls both in compiling these articles and reading them.

I wonder though, with the advent of so many



'Been in Long?'

changes within the Branch, whether we will see a change in the title of the magazine — that's food for thought, and one I have digested long and deliberately, with regards the Wrens too.

For a long time now, I have thought the title 'Wren Radio Operator' can easily be misconstrued. To the young unsuspecting New Entry it could suggest dealing with equipment, morse and frequencies — to name but a few, when in actual fact upon analysis what a Wren does, is basically teleprinting and tape relay. Voice and Crypto comes second as so often this depends upon your draft as to how early or late, how frequently or infrequently you use it.

Principally a Wren's job is the middle or link man, from the ship, to the shore and thence onwards. So surely a more accurate title would be 'Relay Operator'? Backing up, working alongside the Radio Operator — our male counterpart.

Changing the name could also prevent a lot of animosity and rivalry between Wrens and men which I know exists. The outstanding argument is how can a Wren, after nine weeks' basic course, five weeks' LWA course, four weeks' POWA course, be said to be equal to a lad who has done twenty-two weeks' basic course, twelve weeks' LRO(G) course/seven weeks' LRO(T) course/six weeks' LRO(W) Lsea(EW), fifteen weeks RS course/ten weeks' CY course/ten weeks' RS(W)/PO(EW) course? Naturally you cannot. It is like saying two and two make five. It is only logical too, to suggest that the same training would be

a waste of time, since Wrens do not go to sea — but then that's another debateable point. One which I will quell now. I hope we never will. . . .

I don't think it would be amiss though if Senior Rate Wrens learnt more about the Regulating/Admin/Management side of a Commcen. At the moment their field of scope is very narrow. Knowing how 'the other half live', could surely only broaden one's outlook and create a better liaison between Wrens and Ratings.

Therefore strengthening the idea of working together as a team, which is what everyone's ultimate aim should be.

Editor's note: 'Relay Operator' could also be misconstrued. Perhaps 'Wren Communicator'? The final paragraph is most valid, and this is being done.

Comments to the Editor are most welcome.

CIVILIAN INSTRUCTIONAL OFFICERS

by Mr G. R. White (ex CRS RCI)

There are civilian instructional officers in various jobs within the Ministry of Defence, the Dept. of Employment and the Prison Service. For communicators, the MOD, (Army) and (Air) are the employers. It is almost seven years since I took the plunge into 'civvy street' and to pension. In what better way could one achieve this than to don a civilian suit and continue instructing in communications? Even though it is in a slightly different environment.

I work with the former at the Army Apprentices College, Harrogate, where boy entrants to the Royal Corps of Signals are provided with a two year course for either operators or technicians trades. In addition to the military training element there are three teaching elements; Education wing, Electronics wing and Telegraphist wing, the latter of course being operators. The operating trades taken from boy apprentices are radio telegraphists and data telegraphists, the remainder such as combat radiomen, drivers, etc. are trained at Catterick and join as youth or adult entries. Certain subjects such as JMH, voice procedure and tape relay are common to both trades but then specialisation is carried out by radio tels on HF radio equipment, TG (morse) procedures and more, whilst the data tels do more on message centre work, terminal equipment and computers. Operating skills are practised to a very good standard, all do keyboard to at least 30 wpm and radio tels morse to a minimum of 20 wpm.

The instructional staff is almost equally divided between military and civilian, with a total of 24 civilians on the operator side, all of whom are ex-servicemen. Of these, nine are ex-Navy and include the three Supervisors, the senior of whom is Fred Cooper (ex-Lt. SD(C)). We also have Peter Neal (RS). H. Kay (CBS), G. F. Dutton (RS), P. Met-

calf (RS-RCI), B. Chaplin (CRS), D. Moorhouse (LRO) and Colin Lister (RS). 'Sailor' Dutton is in his 25th year at the College, and our latest recruit is Colin who has been with us about a year.

The job itself is not a lot different from being in *Mercury*—except of course there are no duties and every weekend is a long weekend. The College is run so that there are three fourteen week terms each year, which leaves us with ten weeks holiday and you can't do much better than that. The pay is quite good and after one year of satisfactory service you become an established civil servant with the attendant pension rights and security of employment. In addition to the normal work load you may, voluntarily, take part in various hobbies which range from model railways to sailing and of course there are many sporting facilities.

Harrogate and the surrounding area provide a variety of interests. Apart from such amenities as theatre, swimming and a modern sports centre within the town boundary, one is within easy distance of the Yorkshire Dales and such cities as York, Leeds and Bradford. So, should you be leaving the Service within the next few years and would like to remain 'in the trade', why not find out more about it. There will be an advert appearing in future editions of the magazine, but in the meantime you can write to Major B. S. Fordyce (Retd), the Civilian Personnel Officer, for more details and make yourself known for future reference. If you wish you could write direct to me at Telegraphist Wing AAC Harrogate and ask for any information you think you might need.

Though these jobs do not become vacant very often there are four retirements due in the next few years so it might be worth thinking about. The competition is keen but a little preparation would no doubt be useful. Finally, regards to all friends and acquaintances, especially ex HMS *Centaur* 1960-63 and Malta Commcen 1966/67.





KELLY SQUADRON

The expected recruiting bulge has now reached the squadron and we have some 360 Kellys on Course in part II and part III. The organisation has expanded to cope. There are now four divisions Glamorgan and Norfolk for 'G's' and 'A's', Fife for 'T's' and 'A's' and Antrim for sea EW, ROSM and 'A's'. The number of instructors has increased to deal with the 29 Courses currently running.

Lt Goacher has joined as K2 and filled the temporary gap in the administration. The Squadron is almost at full strength and operating objectively at all levels.

The major change seen around *Mercury* is the beret. All Kellys now wear them and Whale Island has agreed the correct drill.

Kelly Squadron has had a busy time with the work load increasing until April when the fall ing space. Albeit only temporary.

KELLY SPORT

by Lieut L. Salt

Whilst Kelly Squadron have played little sport this term as a squadron, they have been very active in the inter-part tournaments and in representing *Mercury*.

On the soccer scene *Mercury* 2nd XI won the United Services Charity Cup by beating HMS *Devonshire* 2—1 and the 1st XI runners-up in the Senior Challenge Cup being beaten 3—0 by a good team from HMS *Collingwood*. These achievements are partly due to the efforts of JRO Muldon, RO2 Finan, RO2 Kew, RO2 Brown, JRO Pepper, CY Hale, RS Price and RS Poulson of Kelly Squadron. Our congratulations to JRO Pepper who is at the moment on a tour of the North East of England with the Royal Navy Youth Team.

RO2 Iescott continues to do well in his first

season of Navy boxing having won 11 of his 14 bouts so far, and obviously has a good future in this sphere.

The Squadron has few outstanding hockey players at the moment, but special mention must be made of JRO Jackson, who, although he has not yet played for the RN is a regular member of the RN youth squad.

The major achievements of the term have been in cross-country. The Squadron entered a team in the Portsmouth Command Junior Championships held at *Mercury* in February. The winner in a new course record time was JRO Higgins. He was ably supported by JROs Robinson, Curry, Jackson, Iggo, Mathewson, Bridges and Gallagher in coming second in the team event. The team were awarded their Squadron colours after this event.

An even better achievement was in coming 3rd out of 24 teams in Division II of the Aggregate Cross-Country Competition. This was against older and more experienced teams from the Army, RN and Police Force.

All in the Squadron look forward to the forthcoming Olympiad at *Dryad* on March 20 and hope to come away with the same success as we had in the Autumn Olympiad.

Kelly Squadron now has its own colours and the Training Commander has presented these for Cross-Country, Boxing and Rugby. Our experts can now be identified!

GUNNERY NEWS

by S/LT R. J. Stephens

The dreary Winter days and dark evenings have not facilitated any great expansion to the firing schedules in *Mercury*.

The Longmoor firings are now taking place fortnightly: when two New Entry part 2 training classes fire the basic SLR Range Course. If any

rating qualifies he is given the chance to fire SMG on the *Mercury* 25 yard range to earn his crossed rifles.

During the Divacts periods we are training for the Part 2 Establishments Olympiad to be held on March 20. We hope to retain the .22 trophy which we won so convincingly in the last competition. However, we must look to our laurels if we wish to defeat our great *Collingwood* rivals.

On Tuesday evenings there is a continuing inter-part .22 shooting competition. These are straight firings by a team of 6 competitors each firing 2 sighters and 10 deliberate shots at a 100 yard pistol target. One team only fires each week. It is nice to see Ship's Company and Wardroom Teams competing. I do not know whether the Wardroom's score of 488 was affected by SOTO sporting his 12 bore shot-gun. Even so, the senior rates have a resounding lead by accruing a total of 519 and the WRNS are third with a total of 482. There are only three more teams left to compete.

The .22 Club continues to function and the team is entering weekly postal cards to the Portsmouth Area Rifle Association .22 Rifle League. We are third in the competition this term so far — only being beaten by the big boys of *Dryad* and *Collingwood*. We have yet another old face returned to the fold — that of RS(W) Martin, one of our qualified range supervisors. Welcome

back. We do still require more members for our .22 Club to make it worth while, so if your name is Oakley or Wayne please consider joining us.

There is a rumour via the grape-vine that extra firings may take place during New Entry Training. The basic range course could be extended to a full two days standard range course. Under the same directive the New Entry Training Syllabus may now contain extra parade training. I can foresee some happy looks on the faces of future communicators and increased gloom from our two Chief GIs.

The inter-divisional Kelly firing competition is not running at present, but it is hoped to commence when the evenings become lighter in the beginning of March. We will then see if Fife Division can win a second time with a new team.

Another annual event is looming — that of the Brickwood Field Gun Competition. The final will be held on June 16 at HMS *Collingwood*. There is a possibility that we may see 13 teams running this year. Training for the competition will commence on May 5 and live runs with the gun from May 22 onwards. I now require volunteers who fancy themselves as 'Gunners' to run for *Mercury* and obtain the Brickwood Trophy.

I wish to thank all supervisors and staff who have endured the mud, rain and cold to accomplish all we have this term. Hoping to see more



The ones that didn't get away



RAVC VISIT — What price Mark Phillips now eh?

keen eyes plus brawn and muscle around the section very shortly.

RESOURCE AND INITIATIVE TRAINING AND ADVENTURE TRAINING

by **Lieut J. Wingett**

At the beginning of the Spring Term, nine Kellies were able to spend a week with the Royal Marines Sport Parachute Club at Dunkeswell, near Honiton. It is to their credit that at the end of the ground training they each made a jump. All nine have now joined the British Parachute Association and they each hope to be able to continue this activity. It is heartening to see that several other people have been encouraged by this example, and there is now quite a lot of interest being shown in this sport in HMS *Mercury*.

Weekend Expeds have continued right through the Winter months, and the latest activity which is attracting quite large numbers from the Squadron is working on the old flocks at Devizes. It is the intention of the Junior Division of the Avon and Kennett Canal Trust to clear the whole of the Devizes flight, 29 locks in all, and turn the whole area into an Amenity Park. Kelly Squadron has been invited to participate in this very worthwhile project and lots of enthusiasm is

being shown. Not least of the attractions, apart from the mud, is the little railway, cost about £15 to build, and is quite capable of carrying a skip, full to the brim with evil smelling mud, and six equally evil smelling juniors! The joy of it is, you drive it yourself.

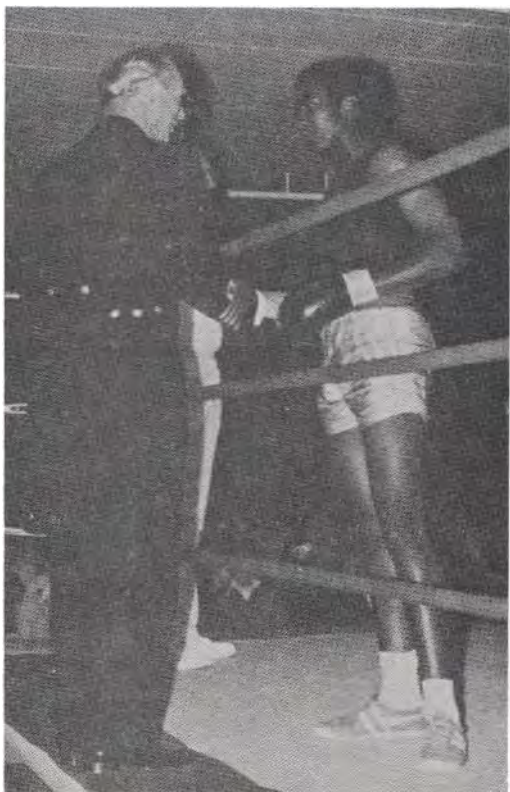
Exped Alfa continues in much the same way as the footsore and weary returning to *Mercury* late on a Thursday afternoon can testify. Potholing continues to attract more volunteers than we could possibly hope to take. We are fortunate in having the occasional use of Fountains Cottage, close to our potholing site. Many thanks to the Royal Military Academy at Sandhurst for their generosity in providing this facility.

Training has now started for the annual Ten Tors competition held on Dartmoor. This competition, which attracts teams from all over the country, is a gruelling march over about 50 miles of the Moor. The walk is to be completed within a specified time, and in spite of this being *Mercury's* first attempt, we are confident we can do well.

The latest idea to catch the imagination of the Squadron is working on the Iron Age Farm, at Little Butser Hill. This is ideal for those who were duty on the Friday night and for some reason or another find themselves at a loose end on the Saturday.



Dog Bait — or dressed to kill



**RO3 Lescott receiving his award from
Captain Signal School**

There are lots of opportunities to try something different, if in doubt contact your own Adventure Training Officer. (DCI T32/75 refers.)



**'Now, now, Hookey, we must have a little more
patience with our Juniors'**

LOAN DRAFTING by **Lieut M. Goacher, PSC**

Demand for loan drafting has continued to exceed our rather limited supply throughout the Winter term. However, we have managed to get two groups to sea in *Intrepid* and one lucky group to *Eskimo*, who joined her in Freeport, Bahamas, for a 3 week training period on passage to UK via Bermuda.

Existing loan drafts to shore Establishments include 8 to Gibraltar and 8 to Malta for Comm-ten duties. It is hoped that we can continue this arrangement on a six monthly turn round basis. We have also supplied our share for 'Wintex', with 7 ratings currently employed at *Warrior*. Short duration post-training seagoing drafts are most valuable and the favourable impression left with all the trainees who have taken part so far says a great deal for the interest and time taken by those at sea on their behalf. With numbers under training at their present high level, we anticipate having more available in the summer term. Please send your requirements to K2, by phone or letter, and we will endeavour to fill them.

WHO OWNS THE ZEBRA?

This brain-teaser can be solved by combining deduction, analysis, and sheer persistence. The essential facts are as follows:

1. There are five houses, each with a front door of a different colour and inhabited by men of different nationalities with different pets and drinks. Each man smokes a different kind of pipe tobacco.
2. The Englishman lives in the house with the red door.
3. The Spaniard owns the dog.
4. Coffee is drunk in the house with the green door.
5. The Ukrainian drinks tea.
6. The house with the green door is immediately to the right (your right) of the house with the ivory door.
7. The Medium Cut smoker owns snails.
8. Spun Cut is smoked in the house with the yellow door.
9. Milk is drunk in the middle house.
10. The Norwegian lives in the first house on the left.
11. The man who smokes Mixture lives in the house next to the man with the fox.
12. Spun Cut is smoked in the house next to the house where the horse is kept.
13. The Flake smoker drinks orange juice.
14. The Japanese smokes Rough Cut.
15. The Norwegian lives next to the house with the blue door.

Now, who drinks water? And who owns the zebra?

(Solution on page 239)

HOME BREWING — PART III

by Lieut A. W. Garton, RN(Retd), Member of
the Amateur Winemakers National Guild of
Judges (Beer Judge)

We have looked at the ingredients for brewing and also the sequence of operations so it is now time to make a start. Before converting the kitchen into a mini brewery some form of agreement has to be reached with the spouse. You will require the kitchen a few hours when brewing up, a few hours on the day you bottle the products, the fermentation vessel (crock or bucket) requires floor space for a few days, and the bottles when full will require space for up to three or four weeks (or for longer if you continually brew). An amiable approach to the subject is therefore vital — give her that extra shelf or two — you'll need all the floor space.

Equipment

Having been given the green light a stock take of the equipment required is the next thing. There is no need to 'lash out' and spend a lot to start with as most of the bits and pieces, especially if one is a winemaker, are at hand in the kitchen. Since beer is consumed by the half pint or pint at a time it is more economical and necessary to brew in bulk so let us consider making 4-gallon brews. The first requirement is a 'boiler'. It is not necessary to boil all the water, half can be added cold, so a receptacle to accommodate slightly more than two gallons — room has to be left for boiling — is required. Aluminium, stainless steel or even galvanised containers are quite satisfactory, but beware of the galvanised ones if acid is included in the recipe as there may be a risk of metal poisoning. A muslin bag in which to boil the hops is at times recommended. It eliminates the process of having to strain the wort after boiling; the bag containing the hops is lifted out of the wort and the hops disposed of. To get the goodness from the hops they should be boiled vigorously. To ferment four gallons of wort a five or six gallon container is required. Non-toxic polythene bucket or bin with lid is ideal. They are readily available, easy to handle and easy to keep clean. Avoid metal containers for fermenting, and if you acquire, or are in possession of, an earthenware crock as used by Grannie for storing bread, make sure it is not lead glazed. A flick of the finger on the lip of the crock will soon tell you — a nice distinct ring and it's OK. A dull heavy sound indicates lead is present. There is then the danger of lead poisoning if it is used for beer or wine fermentation.

When the fermentation has finished the beer has to be siphoned out of the bin so a length of rubber or polythene is required. Get a length about three times the height of the bin; a glass U-tube to fit in the end of the tubing which goes into the beer is a useful bit of kit. It finally rests on the bottom of the bin with the opening above

the sediment, and prevents too much of the dead yeast being sucked up.

For straining the hops (when used loose), and grains from the wort, a nylon sieve or a piece of muslin placed over the top of the bin and secured by an elastic band is necessary; also a small polythene funnel about 3in diameter for bottling and a large wooden or stainless spoon for stirring. Finally, and to get the best from the beer in the form of a good head, condition and sparkle, a gas tight container which will stand high pressure is essential. As we are not going in for expensive equipment at this stage, such as purchasing a high pressure barrel, beer or cider bottles with screw stoppers are the answer. These will have to be accumulated over a period of time before brewing commences — they may be obtainable from an off-licence, pub, or a home-brew supplier. Unfortunately the pint size with screw stoppers are rapidly disappearing and are difficult to procure. The pint size obtainable nowadays are in the main those with metal crow cap; to use these for home brew a crown corker and a stock of metal crown caps must be at hand. As an alternative but not as efficient, plastic reseal caps are obtainable. These are inclined to lift when under pressure resulting in the loss of gas, condition, and sometimes the beer!

Having obtained the bottles they should be thoroughly washed out and sterilised with a solution of potassium metabisulphite, or some other cleansing/sterilising crystals or powder, by passing the solution from one bottle to the next through the polythene funnel. When the last bottle is finished pour the solution over the screw stoppers (if used) in a basin renew the rubber washers on the stoppers as necessary and rinse bottles and stoppers to remove all traces of sulphite. The bottles will remain fresh internally if this procedure is followed on each occasion of stowing them away between brews.

A piece of equipment which in my opinion is essential in home brewing is the hydrometer. It was fully described by Lt Cdr G. Froud in the Winter 1972 edition of the *COMMUNICATOR* — its correct use in brewing, as in wine making, will determine whether the brew is ready for bottling.

Finings

In the brewery beers are fined by the use of isinglass (made from fish bladders, mainly the sturgeon) and in some case by ground cuttlebone. As the flocculent particles gradually settle in the beer they carry with them the suspended solids, mostly yeast particles, leaving the beer above clear and brilliant. Finings are available to the home brewer in liquid form or dried isinglass in small packets. The latter has to be prepared 24 hours before required and it is introduced to the beer 24 hours before bottling. The gravity of the beer at this stage will be about 1004-1006 for malt extract beers and 1008-1012 for an all grain brew.

Bottling

A malt extract brew will ferment out to zero, ie, to a gravity of 1000 on the hydrometer, whereas an all grain brew will finish at anything from 1006 to 1012 depending on the type of beer, the starting gravity and other factors. If a hydrometer is not available an indication that the beer is ready for bottling is when the surface of the brew near the edge of the bin is beginning to clear and a circle of small white bubbles form in the centre. Do make a good check of this condition as **IT IS DANGEROUS TO BOTTLE TOO SOON**.

Have all sterilised bottles uncorked (stand them in the washing up bowl or on old trays to prevent a mess on the floor), raise the fermented beer on to the kitchen stool or chair and commence to syphon, passing the tube from bottle to bottle, filling each quart to about 1½ in from bottom of the stopper and each pint to about 1 in. Prime each quart with one level teaspoonful of granulated white or castor sugar (half the amount for each pint) by dropping sugar through a dry funnel into the neck of each bottle and tap the stem of the funnel to ensure each bottle gets its full dose. Screw down the stopper tightly, or fit crown or plastic caps, shake gently and stow away at about 65 deg F for a few days and then move to a cooler place, 58 deg F ideal, to assist clearing and conditioning. The purpose of the priming sugar is to start a further fermentation in the bottle. There are sufficient yeast particles remaining in suspension (even after fining) to achieve this and although very little alcohol is added as a result of this secondary fermentation carbon dioxide (CO₂) is produced which conditions the beer. When the bottle is opened the CO₂ is released in the form of bubbles (or beads) to give a good head and sparkle.

Pouring

Unfortunately the secondary fermentation, which is the process of maturing in the bottle like the old type Bass and Worthington, throws a deposit as all fermentations do, and being in the bottle presents a problem when pouring. This is easily overcome with a little care. Before opening the bottle have a quart jug (or one which will take the full contents plus the head) at hand, open the bottle carefully without disturbing the sediment, hold the jug at an angle and gently pour from the bottle until the disturbed sediment reaches the neck of the bottle and then stop. Serve the beer from the jug and wash out the bottle as soon as possible to remove all traces of yeast sediment while it is soft. If allowed to harden it is more difficult to remove and becomes an ideal breeding ground for bacteria. A few important hints on bottling:

1. To bottle too soon, before the initial fermentation has ceased is extremely dangerous. There will be far too much active yeast particles in suspension in the beer which

will go to work on the priming sugar in the bottle. A fierce secondary fermentation will take place, too much CO₂ produced pressure too high, bottle weak, and BANG. To see the aftermath of a burst bottle is frightening.

2. If the beer has been bottled too soon and the bottles have withstood the excessive pressure without a burst it is more than likely that the beer will be lost when the bottle is opened. It will gush out uncontrollably to an extent that ceilings, walls, curtains, cupboards and possibly food, will be in the firing line, and your brewing days are in jeopardy, if not over.
3. To bottle too late, prime too little, or even forget to prime, will result in flat beer. However all is not lost. Return the poured out beer to the bottle using the funnel, prime as usual and stow away again. Repeat this with each bottle of the brew and leave a little longer than usual to mature.
4. To rectify the faults, and to save the brews in 1 and 2 above, requires careful handling. Remove each bottle carefully, invert it, hold it upside down in the fermentation bin, open it and allow the beer to gush out into the bin. Let the beer stand to settle for a day or two, check the gravity, and when ready rebottle as before. If a burst has occurred other bottles may be in danger of doing so so first protect yourself by wearing goggles and gloves and expose no flesh if possible, and secondly carefully wrap each bottle in a towel and avoid knocking or jarring the others.

Brewing

Method 1. Malt Extract Brews. (Refer to recipes.)

Dissolve the extract in the water, add adjuncts (if any). Bring to boil.

Add hops and continue to boil for 1-1½ hours. Dissolve glucose chips (if used) in saucepan of boiling water and add to boiling hops.

Dissolve sugar in cold water in the fermentation bin. When hops have finished boiling strain the wort through a nylon sieve or muslin cloth on to the sugar, put spent hops on to garden compost. Make up to four gallons with cold water and stir well. Allow to cool to about 65 deg F, add yeast, and cover with lid. Skim off top of yeast when scum appears and repeat as necessary. When fermentation ceases bottle as previously described.

Method 2. Grain Beers. (Refer to recipes.)

Bring one gallon water to 162 deg F.

Add crushed grain and adjuncts, stirring all the time when mixing to prevent lumps forming. The temperature will fall to about 150 deg F.

Maintain a mean temperature of 150 deg F (ie, 145-155 deg F) for two hours. (This is the mashing process, converting starch to sugar.)

Check for starch conversion by placing a little of the wort on a saucer and add a drop of household iodine. If the colour remains brown conversion is complete, if it turns blue starch is present so continue the mashing process and repeat the test later. Have ready about 1-1½ gallons of water at 170 deg F in saucepans (this is for sparging).

Strain the wort through the sieve or muslin into the fermentation bin and sprinkle the sparging water over the grains to remove the sticky sugar. Sparging should be done slowly to be successful by using a fine sprinkler such as a plastic watering can with a fine rose. Put spent grains on the compost. Transfer the wort back to the boiler and bring to boil.

Add hops and proceed as for Method 1.

Malt Extract Recipes (for 4 gallons)

Pale Ale

2½lb malt extract
¼lb crystal malt, crushed
1½lb white sugar)
or 2lb glucose chips)
2 ozs hops
2 galls water (hard)
Yeast

Best Bitter

3lb malt extract
¼lb crystal malt, crushed
4 ozs Torrefied or Flaked barley
1½lb white sugar)
or 2lb glucose chips)
2½ ozs hops (Northern Brewer if possible)
2 galls water (hard)
Yeast

Note: The crystal malt in these recipes give flavour and colour.

Brown Ale

2½lb dark malt extract
4 ozs crystal malt, crushed
4 ozs black malt
1lb white or Demerara sugar
1½ozs Fuggles hops
2 galls water, soft
4 ozs Lactose, dissolve in beer before bottling
Yeast

Dry (Irish Type) Stout

4lb dark malt extract
¾lb Roasted barley
¼lb crystal malt, crushed
2lb white or brown sugar
4 ozs Northern Brewer or Golding hops
2 galls water, soft
Guinness or dried yeast

Grain Beer Recipes (for 4 gallons)

Pale Ale

3lb Pale malt, crushed
8 ozs crystal malt, crushed

4 ozs flaked barley
2½lb Glucose chips)
or 2lb white sugar)
2 ozs Golding hops
Hard water
Yeast

Brown Ale

3lb Pale malt, crushed
4 ozs crystal malt
4 ozs Torrefied barley
4 ozs black malt
1lb white or Demerara sugar
1½ ozs Fuggles hops
Soft water
4 ozs Lactose to sweeten if required
Yeast

Dry (Irish Type) Stout

5lb Pale malt, crushed
1lb roasted barley
¼lb crystal malt, crushed
¼lb Torrefied barley
3lb Glucose chips)
or 2½lb white or brown sugar)
4 ozs Northern Brewer or Golding hops
1 teaspoon salt
Soft water
Guinness or dried yeast

Sweet Stout

3lb Pale malt, crushed
4 ozs crystal malt, crushed
¼lb roasted barley
1½lb white or brown sugar
2 ozs Fuggles hops
Soft water
Guinness or dried yeast

To conclude may I remind you of the following principles:

1. The more malt, the more body, flavour and strength.
2. The more body, the more bitterness required.
3. The more hops, the greater the bitterness.
4. The more sugar, the greater the strength.

It only remains to say: 'Good brewing, don't make it too strong, good health'.

SPRING CROSSWORD SOLUTION

ACROSS: 4. Flamingo, 8. Choler, 9. Allusion, 10. Pie Crust, 11. Needle, 12. Membrane, 13. Rain-Bird, 16. Landsman, 19. Entender, 21. Gambol, 23. Nothings, 24. Contrite, 25. Hourly, 26. Sen-night.

DOWN: 1. Shrivel, 2. Blackbird, 3. Trauma, 4. Feather ones nest, 5. Atlantic, 6. Issue, 7. Growler, 14. Bountiful, 15. Smelting, 17. Abalone, 18. Pergola, 20. Tetchy, 22. Baton.

Solution:

Yellow

Norwegian

Fox

Water

Spun Cut

Blue

Ukrainian

Horse

Tea

Mixture

Who Owns the Zebra?

Red

Englishman

Snails

Milk

Medium Cut

Ivory

Spaniard

Dog

Orange Juice

Flake

Green

Japanese

Zebra

Coffee

Rough Cut

Answer: The Norwegian drinks the water.

The Japanese owns the Zebra.

MORE HASTE LESS SPEED

by Herbert W. Radwell

(For purely ethical reasons I have omitted the name of the ship and true names of characters)

She had spent 10 very active years in the running fleet as a destroyer flotilla leader when the Board of Admiralty decided that she would be refitted and then relegated to the Reserve Fleet. After completing the refit in Chatham Dockyard she sailed for Portsmouth and came to rest by being moored to a buoy in Fareham Creek. It was in Fareham Creek that I joined her as a young telegraphist. To me, after having served aboard a battleship, she appeared most unimpressive. In fact, my first thoughts were that she was only held together by her many coats of paint. Her displacement was approximately 1,600 tons and she has a complement of 180 under the command of Cdr 'Buck' Taylor. Her W/T staff consisted of a petty officer telegraphist—to us 'The Chief', two leading telegraphists nicknamed 'Binkie' and 'Belville' respectively and four telegraphists.

The 'Chief' was a very devoted man, both spiritually and morally. He would spend most of his time in the W/T office ascertaining that the transmitters and receivers were functioning correctly. He could also raise a chuckle and a smile on the few occasions when things went wrong and he was never in any way offensive to anyone. On the other hand 'Binkie' was a tough, pipe smoking, rum drinking, heartless type of creature with crinkles in his face comparing favourably with those on the back of a well-worn sea boot. 'Belville' had a hare lip which caused him to have a slight impediment in his speech. This did not in any way embarrass him, in fact he had a superiority complex. Anything you could do he could do better! That was the impression he tried to impart on everyone. An urgent commitment now arose. A cruiser in the Mediterranean Fleet needed to be relieved for other duties and there was not another cruiser available to relieve her. Instead our ship was called out of reserve and detailed to proceed to Malta to take over the duties of the cruiser, post haste. On the day we were due to slip the buoy and sail, the ship's boilers were fired and a full head of steam raised. The 'Chief' had the W/T office manned on 'Port Wave' until such time as the ship would be clear of the harbour.

Whilst still tied up to the buoy I was on the forenoon watch and received a gale warning from Portsmouth Dockyard Signal Station—'Southwest gale, force 8. Biscay, Plymouth, Portland and Wight'. The Yeoman of Signals delivered the signal

to the Captain in his cabin down aft. The Captain's spontaneous remark to the Yeoman was 'to hell with the gale warning, we've got to make a specified date in Malta'. And so we slipped the buoy and proceeded down the creek and out of Portsmouth Harbour. Up till now this was the smallest ship I had served on. Seasickness had been a thing of the past and yet now I began to be apprehensive as to how I would make out on this craft. One thing was sure—we were going to run into some heavy weather. However ill any of us four telegraphists might become we all knew that we could not be excused from keeping our W/T watch throughout the 24 hrs of the day and night. Passing the Needles, we turned down into the English Channel. Then it was that the ship began to behave like a resentful filly at a Rodeo show as she bucked and dived through each successive wave. It was the moment of truth for me. Never having experienced such violent and unrythmic motions in a ship before, I became terribly sick. Coming off watch at noon I went below to the mess deck. With all the portholes and dead lights clipped down and with the stench of oil fumes exuding from the tanks below the deck, the atmosphere was so offensive that I very soon staggered up on deck again. There was no further thought of food in my mind. I was nice going down but it was vile coming up and it would insist on coming up! Sitting myself down on the deck on the lee side of the W/T office, 'Binkie', with his pipe in his 'gills' and smoking navy prique tobacco, came over and offered me a biscuit of hard tack. 'Here' he said, with a greasy smile on his gnarled face, 'Nibble on that, you should manage to keep that down'.

The biscuit sustained me until it was time to go on watch again. This time from 8 pm until midnight. Being sick but still trying to maintain a sense of responsibility in my duty produced a queer mixture of an emotional and physical battle between by mind and my body. Before going on watch I managed, with great effort under the circumstances, to get my hammock slung and ready for my entry soon after midnight. Soon after taking over the 'First' watch 'Binkie' came into the W/T office. 'Keep a good watch, make sure you don't miss any signals, and above all don't spew on the deck, understand?.' 'yes' I replied. He then went to the battery cupboard and pulled out the sulphuric acid mixing bucket. 'Here' he said, 'if you want to spew use that, your bile won't harm that, goodnight!' and away he went.

There was no let up in the ship's motion as she rode high, pitched deep and then shook herself like a wet dog. Inwardly I cursed the sea, the ship's Captain and myself for ever going to sea. The watch was hell to keep. Trying to read morse, transcribing with pencil and paper and at the same time trying to control the movements of my chair with my legs and feet was no joke. My relief operator came up to the W/T officer just after midnight. He was just as pale and sick as I was. 'Leave the bucket here, I'll empty it in the morning' he said. I turned over the watch and then proceeded to turn in for the rest of the night. The following morning we rounded the Brest Peninsula and slowly headed into the Bay of Biscay. Now it was that the ship's motion worsened. She not only rode high and pitched deep but put a roll also into her motion. To keep their minds off the prevailing weather conditions the ship's company, officers included, engaged themselves in chipping paintwork about the weather decks. To me this was an ominous sign as my first impressions of the ship were that she was only held together by her many coats of paint. I was on the afternoon watch and still existing on hard biscuits. Then it happened! There was a terrific crash above my head as the fore topmast came tumbling down on to the bridge and W/T office taking the rigging and wireless aerials along with it. The 'Chief' came up on deck to see what all the commotion was about. 'Looks as though we are off the air, Ha! Ha!' he chuckled. 'Yes Chief, the set is dead' I replied.

The surgeon lieutenant and the sick berth attendant had dropped their chipping hammers and then gone to the bridge to attend any casualties. There was only one. It was the Captain himself! He had received a nasty gash on his head, having been hit by a heavy coconut insulator attached to the rigging. Whilst the surgeon lieutenant, with the aid of the sick berth attendant supporting him around the waist, stitched the Captain's wound, the 'Chief' called for a volunteer to scale the stump of the broken mast and rig up a jury aerial. Regardless of all his bragging, 'Belville' was the only person to volunteer for this task. With the assistance of a few seamen and a line secured with a bowline around the waist 'Belville' accomplished this dangerous task successfully. It was no mean feat in a heavy seaway. The W/T receiver became alive once again and I tuned in to Gibraltar, North Front W/T Station. The next thing was to get the transmitter on the air and retune it on the jury aerial. We had no wavemeter on board. There was only one way, we had to retune the transmitter. 'Get Gibraltar's "dead space" on the heterodyne oscillator when she's next on the air' said the 'Chief'. This I did and noted the scale reading on the oscillator dial. It was now simply a case of tuning our transmitter to this reading. If Gibraltar was in tune then it followed that we too would be in tune. When the 'Chief' was satisfied with his adjustments to the transmitter he ordered me to exchange signals with Gibraltar W/T Station.

Having established communication with the shore W/T Station their response was 'Your note is falling and rising'. 'Thank you very much' said the 'Chief', 'Now you tell them, so are our ruddy guts'. The following day we ran out of the storm as we passed Cape Finisterre and sailed along serenely in the sunshine and calm sea towards Gibraltar. The opportunity was taken to clear up the shambles around the bridge structure.

Arriving at Gibraltar the ship had to enter dock for a short refit whilst repairs were carried out on the foremast. It was a pity the Captain didn't heed the gale warning, he might have been able to keep his date for the turnover from the cruiser at Malta.

LAY OF THE LAST SIGNAL MAN

On a thickly-wooded sponson, where the last projector stands,
The museum pair of hand-flags hanging idly in my hands,
With my jargon half-forgotten, of my stock-in-trade bereft,
I wonder what's ahead of me—the only bunting left.
The relics of my ancient craft have vanished one by one.
The cruiser arc, the morse flag and manoeuv'ring lights have gone,
And I hear they'd be as useless in the final global war
As the helio, the fog-horn and the masthead semaphore.
The mast is sprouting gadgets like a nightmare Christmas tree.
There are whips and stubs and wave-guides where my halliards used to be.
And I couldn't hoist a tack-line through that lunatic array,
For at every height and angle there's a dipole in the way.
The alert and hawk-eyed signalman is rendered obsolete
By electrically-operated Optics of the Fleet,
And the leaping barracuda or the charging submarine
Can be sighted as a blob upon a fluorescent screen.
To delete the human error, to erase a noble breed,
We rely upon a relay, and we pin our faith to Creed,
So we press a button, make a switch and spin a little wheel,
And it's cent per cent efficient—when we're on an even keel.
But again I may be needed, for the time will surely come
When we have to talk in silence, and the modern stuff is dumb,
When the signal lantern's flashing or the flags are flying free—
It was good enough for Nelson, and it's good enough for me.

COMMUNICATIONS GAZETTE

APPOINTMENTS

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

Name	Rank	Whither
ARMITAGE, K. P. . .	Sub-Lt	Neptune
ARMSTRONG, J. G. B. . .	Lt-Cdr	ACR (Granted Acting Rank Cdr whta)
BAKER, M. S. . .	Lieut	Drake (OIC STC)
BARTLETT B. J. . .	Sub-Lt	Dryad
BATES, F. . .	Lieut	Jaguar
BROWN, C. D. S. . .	Lt-Cdr	SCO to FO2
BYCROFT, J. . .	Sub-Lt	Nurton
BYWATER, J. . .	Lieut	Mercury (Tamar 22/6)
CAMPBELL, C. G. H. . .	Lt-Cdr	Staff of FOF1
CASWELL, W. M. . .	Lt-Cdr	ANA Moscow and Helsinki
CHRISTIE, W. J. . .	Lt-Cdr	Naiad as Exec Officer
CLARK, C. H. . .	Sub-Lt	Dryad
COOPER, D. G. . .	Lieut	Ajax
DAVIS, R. K. . .	Lieut	Mercury
DAVIES, B. A. . .	Lt-Cdr	Warrior
DAVIES, J. . .	Lt-Cdr	Exmouth
DIBBLE R. K. . .	Cdr	Eskimo in Command
DOBSON, D. . .	Lt-Cdr	CND
DODSWORTH, P. . .	Lieut	Staff of FO Medway
DUKE, V. S. V. . .	Lt-Cdr	DNS
DYKES, J. E. . .	Lt-Cdr	Mercury
EDWARDS, J. C. . .	Lieut	Loan to Sultan of Oman's Navy
ELLIS, D. . .	Sub-Lt	Ark Royal
FARROW M. J. D. . .	Lieut	Dryad
GLASER, S.Y. . .	3/O	Neptune
GOACHER, M. . .	Lieut	Mercury
GOOCH, L. . .	Lieut	Heron
HALES, R. G. . .	Lieut	Mauritius
HEATH, P. W. . .	Lieut	Tangmere
HILDRETH, D. J. . .	Lieut	DNS (DCN)
HOWARD, D. M. A. . .	Lt-Cdr	Ajax
HOWELL R. . .	Lieut	Mercury
HULLEY, A. R. W. . .	Lieut	PWO Course
JACKSON, D. . .	Lt-Cdr	MOD
JEFFREY, D. A. . .	Sub-Lt	Mercury
KEANE, P. J. . .	Sub-Lt	Tiger
KILLORAN, G. . .	Sub-Lt	Dryad
MATHESON, F. C. . .	3/O	Staff of FO Gibraltar
MAWSON, T. . .	Lt-Cdr	Mercury
McDERMOTT, J. H. . .	Lieut	London
McMULLEN, C. J. . .	Lt-Cdr	Ark Royal
McWATERS, P. G. . .	Sub-Lt	Intrepid
MORGAN, R. C. . .	Captain	ADC to HM The Queen
O'BRIEN, C. A. . .	Lieut	Mercury
O'REILLY, D. A. P. . .	Captain	Mercury in Command
ORCHARD, L. . .	Lt-Cdr	Mercury

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Name	Rank	Whither
PALMER, D. L.	Sub-Lt	Charybdis
PERRY, G. J.	Lieut	Commcen Whitehall
PHILLIPS, T. J.	Lieut	MOD (PE)
PIKE, D. G.	Lt-Cdr	Mauritius (OIC)
POMPHREY, A. W. ..	Lieut	PWO Course
POULTER, C. (Nee Place)	3/O	Pembroke
SALT, L. S.	Lieut	Mercury
SAMUEL, C. S.	Lt-Cdr	JMOTS
SAYCE, D. C.	Lt-Cdr	Mercury
SCHOFIELD, K.	Lt-Cdr	CAF Exchange (Fleet School Halifax)
SERGEANT, T. J. W. ..	Lt-Cdr	CINCNORTH
SMITH, W. V. J.	Sub-Lt	Juno
SOMERVILLE-JONES, O. D.	Lt-Cdr	Amazon as Exec Officer
TALMA, R. W.	Sub-Lt	Salisbury
WATSON, J. J.	Lt-Cdr	FOCAS
WILLIAMS, R. M.	Lieut	Bacchante
WHEEN, P. A. C.	Lieut	ASWE
YOUNG, H. C. (Nee Etchells)	3/O	Careers Officer (East Midlands)

PROMOTIONS

To Lieutenant Commander: LANG, A. L.; MORROW, A. J. C.
 To Midshipman (SL) TRANTOM, L. M. RO3 For S and S Duties

RETIREMENTS

Rear-Admiral Sir Peter Anson, Bt CB Lt-Cdr D. LARKINS
 Lt-Cdr M. F. P. ARCEDECKNE-BUTLER Lt-Cdr P. LENNON (Re-employed Active List)
 Lt-Cdr M. A. BROOMFIELD

COMMISSIONING FORECASTS

EDITOR'S NOTE: *The following details are forecast only, changes well may take place at short notice. Details are given in the order: Ship, Type, Month, Base Port, Commissioning Port, Remarks.*

<i>Brinton</i> ..	CMH, April, Rosyth, Extended refit at Chatham
<i>Hermione</i> ..	GP Frigate, April, Devonport, Change base Port to Devonport
<i>Brighton</i> ..	AS Frigate, April, Devonport, Gibraltar, Sea Service East of Cape Rhyl ships company
<i>Rhyl</i> ..	AS Frigate, May, Devonport, Pay off for refit at Gib. Ships company transfer to Brighton
<i>Cuxton</i> ..	GMS, May, Rosyth, Trials crew at Rosyth prior to joining 10 MCM in June
<i>Naiad</i> ..	GP Frigate, June, Devonport, Devonport, Sea Service East of Cape Captain's Command
<i>Gavinton</i> ..	CMH, June, Rosyth, Commence extended refit at Gibraltar
<i>Dido</i> ..	GP Frigate, July, Chatham, Long refit party at Devonport
<i>Lincoln</i> ..	AD Frigate, August, Chatham, Completes refit for SB Sqdn
<i>Bossington</i> ..	CMH, September, Portsmouth, Gibraltar, Commissions for Sea Service
<i>Lynx</i> ..	AA Frigate, September, Devonport, Completes refit for SB Sqdn
<i>Hecate</i> ..	Survey, October, Devonport, Long refit party at Devonport
<i>London</i> ..	GMD, October, Portsmouth, Portsmouth, Sea service West of Cape
<i>Cleopatra</i> ..	GP Frigate, October, Devonport, Devonport, Sea service West of Cape
<i>Jupiter</i> ..	GP Frigate, October, Devonport, Pay off for refit at Gibraltar ships company transfer to Rhyl
<i>Rhyl</i> ..	AS Frigate, October, Devonport, Gibraltar, Commissions for sea service West of Cape. Ships company from Jupiter
<i>Argonaut</i> ..	GP Frigate, November, Devonport, Long refit party at Devonport
<i>Minerva</i> ..	GP Frigate, December, Devonport, Long refit at Chatham
<i>Euryalus</i> ..	GP Frigate, December, Devonport, Devonport, Commissions for sea service West of Cape
<i>Aurora</i> ..	GP Frigate, December, Devonport, Chatham, Commissions for sea service West of Cape
<i>Londonderry</i> ..	AS Frigate, January, Portsmouth, Commence major refit at Rosyth
<i>Jupiter</i> ..	GP Frigate, March, Devonport, Gibraltar, Commissions for sea service West of Cape. Ships company from Scylla

DRAFTING

Only names that have been included in articles from s.sips and establishments and not printed elsewhere in the magazine are shown here. Reacing 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 Winter 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	ate	Whither	Name	Rate	Whither	Name	Rate	Whither
ADKINS C. C.	RO2(G)	Mercury	GRUNDY K. R.	JRO(G)	St Angelo	PINSETT J.	RO2(T)	Mercury
AMOS P.	RO2(G)	Heron	GUNN R. M.	WRN RO	Warrior	PLANT L. D.	RO3(G)	Hampshire
ANDERSON R. E.	RO2(G)	Gurkha				PLUMBRIDGE K.	RO3(T)	Matapan
			HALL T. L.	RO2(G)	RN S/M SUPP	POSTON R.	LRO(T)	Mercury
BAKER H.	RO3(T)	St Angelo			Australia	POTTER D.	RS	Release
BARETTE A. E. U.	WRN RO	Warrior	HAMILTON C. M.	RO2(G)	Norfolk	POTTER E.	LRO(G)	CINC- FLEET
BARKER M.	RO3(G)	Rooke	HANKEB B. T.	RO1(G)	Mercury	POTTS S. A.	RO2(W)	Juno
BARRETT R. J.	JRO(G)	Sheffield	HARRIS C. F.	WRN RO	Dolphin	POWELL P. A.	JRO(T)	Antrim
BATCHELOR R. C.	RS	Revenge	HARRIS H. P.	WRN RO	Dolphin	PRICHARD D. J.	RO1(T)	Britannia
BAYNES J.	JRO(G)	Danae	HARRISON K.	RO1(T)	Mercury	PRISTAW D. J.	JRO(G)	Antrim
BEETON J.	RS	Mercury	HAYDEN P.	RO3(G)	Yarmouth			
BENSON R.	RO2(G)	Glamorgan	HAYWARD S. D.	WRN RO	Sea Hawk	RALPH A.	J SEA	Ajax
BEVAN T. H.	JRO(G)	Kent	HILL I. C. E. R.	RO3(G)	Ashanti		(EW)	
BIBBY C.	JRO(T)	Abdiel	HODDER R. J.	RS	Mercury	RAMCKE P. K.	JRO(G)	Fife
BLIAULT R. C.	RO1(G)	Mercury	HOLLAND D.	RO3(G)	Sheffield	REES T. H.	RO3(G)	Yarmouth
BRITTLE P. H.	A/LWRN	RNO	HOLLAND R.	RO3(G)	Sheffield	REYNOLDS T.	RO3(T)	St Angelo
		Singapore	HOOKS J. E.	A/LRO(W)	Mercury	RICHARDSON H. L.	WRN RO	Whitchall
BROWN A.	RO2(T)	Mercury	HORTON C. J.	RO2(T)	Bulwark	RICHARDSON N. M.	LRO(G)	Mercury
BROWN C. L.	WRN RO	Seahawk	HORTON P. W.	RO2(W)	Lowestoft	RISBY K. J.	LRO(T)	Mercury
BROWN D.	RO2(W)	Llandaff	HYLANDS P. J. W.	RO3(W)	Mercury	ROBERTSON A.	RO1(G)	Mercury
BROWN D. M.	LRO(G)	Cincifleet				ROBINSON P. E.	JRO(G)	Chichester
BUCKLEY R. T.	RO2(G)	Ark Royal	INGHAM F. M.	WRN RO	Neptune	RODGERS L. L.	J SEA	Ariadne
BURDEN M. N.	A/LRO(T)	Defiance					(EW)	
BUSCALL S.	RO2(T)	Mercury	JENKINS W. S.	RO2(G)	Mercury	ROGERS G. G.	RO2(G)	Mercury
			JEPSON M.	CRS	CINC- FLEET	ROWLANDS K. J.	LRO(T)	Mercury
CARR J.	JRO(T)	Rooke				RUDDE A.	LRO(G)	Mercury
CARRUTHERS I. W.	LRO(T)	Fife	JOHNSON M. W.	RO2(W)	Danae	RUGMAN B. D.	RO2(W)	Hampshire
CASSIDY E. P.	LRO(G)	Whitehall						
CHARLTON C. E.	JRO(T)	Andromeda	KELLETT P. E.	RS(W)	Release	SANDERS P.	LRO(T)	Mercury
CHARTERS P. J.	WRN RO	Cincifleet	KEW J.	RO2(W)	Diomede	SAY G. A.	RS	Llandaff
CHESHIRE T. H.	WRN RO	Acchan/ Eastlant	KING T. M.	LRO(W)	Mercury	SCULLY T. A.	RS(W)	London
			KNIGHT J. R.	RO2(W)	Mercury	SEWELL M. R.	JRO(G)	Chichester
CHILVERS M. L. F.	LRO(G)	Dolphin	KNOX A. D.	JRO(T)	Bulwark	SHARPE S.	JRO(G)	Bristol
CHURNISIDE R.	RO3(W)	Achilles				SHENY J.	RO2(G)	Shavington
CLARK J.	WRN RO	Seahawk	LAKER A.	J SEA	Ajax	SHEPPARD J.	LRO(W)	Mercury
CLEETON G.	WRN RO	Dolphin		(EW)		SHUTTLEWOOD P. K.	FCRS	Ark Royal
CLEMENTS J. N.	RS	Release	LAMB S.	J SEA	Minerva	SIMPONET F. A.	WRN RO	Neptune
CLUCAS L. E.	WRN RO	President		(EW)		SIMPSON K.	JRO(T)	Chichester
COATES W. W.	JRO(G)	St Angelo	LANDI R.	JRO(W)	Rhyl	SMITH A. M.	RO3(T)	Rooke
COBBETT A. J.	WRN RO	Heron	LAWTON A. J.	WRN RO	Dolphin	SMITH D. R.	RO3(G)	St Angelo
COOPER M. J.	RO2(G)	Devonshire	LEE M. J.	WRN RO	Dauntless	SMITH J. S.	RO2(W)	Gurkha
CORNELIUS T. L.	JRO(T)	St Angelo	LEONARD K. M.	WRN RO	Neptune	SMITH L. W.	RO3(W)	Fearless
COX R. C.	LRO(G)	Mercury	LEONARD V.	WRN RO	Warrior	SMITH M. J.	RO2(T)	Centurion
CROWLEY D. H.	AB(RSM)	Neptune	LING C. A.	JRO(T)	Sheffield	SMITH M. W.	RO3(W)	Yarmouth
CUTTER D. J.	RO2(T)	Antrim	LOVERING K.	WRN RO	Heron	SOLOMAN K. W.	RO2(T)	Mercury
			LUCAS C. A.	WRN RO	Sea Hawk	STEER J. V.	RO1(G)	LALESTON
DANES M. G.	RO2(T)	Argonaut	LUCIE D.	RS	Churchill	STINTON D. G.	A/LRO (W)	Release
DANIELS R.	JRO(T)	Bulwark				STRETTON M. V.	JRO(T)	Salisbury
DAVIS B. P.	CRS(S)	Mercury	MACMILLAN A. G.	RO2(W)	Mercury	STRIKE D. P.	RO1(G)	CINC- FLEET
DAWSON N. A.	JRO(T)	Rooke	MAHONEY P. E.	RO2(T)	Bacchante			Whitchall
DEAR D. A.	LRO(W)	Mercury	MARSHALL C.	JRO(G)	Ariadne			
DEBNAH R. F.	LRO(T)	Mercury	MARSHALL S.	RO2(T)	Mercury	SUMMERFIELD R. L.	RO1(G)	Whitchall
DIVENY P. J.	RO3(W)	Jupiter	MARTIN K. G.	RS(W)	Mercury			
DIXON S.	JRO(G)	Bristol	MARTIN S. J.	RO3(G)	Fearless	TAYLOR S. J.	WRN RO	CTF 345
DOBIE M.	WRN RO	Drake	MAYNE D. J.	LRO(T)	Nelson	TAYLOR W. H.	RO3(T)	Hampshire
DODDS L. A.	WRN RO	Dolphin	MCBRIDE C. T.	RO2(T)	Whitehall	THOM J. M.	A/LRO(W)	Mercurv
DOIG J. G. H.	JRO(T)	St Angelo	MCCARTHY M. C.	JRO(G)	Juno	THOMAS D. E.	RO2(W)	Ark Royal
DOYLE M. J.	RO2(T)	Bulwark	MCCALLAM R.	JRO(G)	Ajax	TRUSWELL P. A.	JRO(W)	Charybdis
DUFFY A.	CRS	Mercury	MCINTOSH W. W.	RO2(W)	Hampshire	TULLY K. W.	RO2(G)	Charybdis
DYCKES L. A.	WRN RO	Heron	MILLER B.	RO3(G)	Lowestoft	TWIGG P. A.	JRO(T)	Bacchante
DYKE S. W.	RO2(G)	Bacchante	MILLER S. J.	WRN RO	CTF 345			
			MILLS L.	WRN RO	Neptune	VAUGHAN D. R.	RO1(W)	Mercury
EADY D. G.	RO3(T)	Sheffield	MILNER J. K.	PO WRN	Mercury	VICKERS D. R.	RO2(G)	Mercury
EDMUNDS S. M.	WRN RO	Heron		RS				
ELLIOTT G. L.	RS(S)	RNU	MOODY R. N.	RO2(W)	Llandaff	WALLACE J.	RO2(W)	Mercury
		Tangmere	MOORE M.	RO3(G)	Nubian	WARD A.	RO2(G)	Achilles
FARNES A. J.	CY	Mercury	MORFORD A.	RO1(G)	Mercury	WAREING H. A.	WRN RO	Whitehall
FELLINGHAM N.	RO2(G)	Mercury	MORGAN L.	WRN RO	CINCNAV- HOME	WATSON M. B.	RO3(G)	Achilles
FENTON A.	WRN RO	Warrior				WEST K. E.	RO3(T)	Rooke
FENWICK A. M.	WRN RO	CTF 345	MORTON I.	A/CY	Falmouth	WILLETT D. B.	LRO(T)	Plymouth
FINAN G. F.	RO3(W)	Nubian	MOSES P. J.	RO1(T)	Mercury	WILLIAMS D. I.	JRO(W)	Ark Royal
FINLAY J. W.	JRO(W)	Argonaut	MULDON D. J.	JRO(G)	St Angelo	WILLIAMS K. J.	CCY	RNR Severn
FITZPATRICK J. A.	RO3(T)	Sheffield	MUSSELL L. H.	LS ROSM	Dolphin	WILLIAMS M. D.	RO3(G)	Sheffield
FLAVELLE J.	RO2(W)	Hermione	NABBS B. R.	CY	Vernon	WILLIAMS S. P.	RO1(T)	BRNC
			NALDRETT G. C.	RO3(T)	Londonderry			Dartmouth
GAINES D. A.	WRN RO	Neptune	NORRIS N. T.	RO3(W)	Antrim	WILLIAMS S. T.	RO3(W)	Fife
GANDY A. J.	RO2(W)	Mercury				WILSON S. A.	RO3(T)	Plymouth
GARRETT J.	RO2(T)	Release	OATES M. T.	RO3(T)	Sheffield	WILSON P. J.	RO2(W)	Scylla
GAY E.	WRN RO	Warrior	O'BRIEN N. F.	RO2(T)	Argonaut	WOOD R. J.	RO1(G)	Mercury
GAZE A. R.	JRO(G)	Nubian	O'CONNOR M. E.	JRO(G)	Rooke	WOODHOUSE L. A.	JRO(G)	Rooke
GEDLING M.	RO1(G)	Plymouth	OWEN D. J.	JRO(W)	Llanduff	WOODS C. A.	WRN RO	Acchan/ Eastlant
GEE A. W.	RO3(G)	Rooke						
GILLOTT C.	RO3(G)	Bulldog	PAYNE M. D.	CY	Release	WOOLLEY P. A.	JRO(G)	Mermaid
GLOVER P. J.	JRO(W)	Rothsday	PEARCE C. R.	WRN RO	Dolphin	WRIGHT M. G.	RO3(G)	Sirius
GOODMAN D. I.	RO2(W)	Mercury	PEARSON A.	RO2(G)	Upton			
GRANT C. R.	WRN RO	Neptune	PECEKAJUS V.	RO3(G)	Ajax	YEAMAN D. R.	RO2(T)	Lochinvar
GREEN R.	RO3(G)	Fearless	PENNINGTON K.	RO2(T)	Diomede	YOUNG J. F.	CY	Drake
GREGORY K. N. D.	RO2(G)	Mercury	PHILLIPS S.	RO3(W)	Ariadne			
GRIFFITHS P. R.	JRO(T)	Rooke	PHIPPS H.	WRN RO	Warrior	ZAMMIT N. J. M.	RO2(G)	Hermione
GRIGAITIS B.	RO3(T)	Glamorgan	PICKWELL L. J.	WRN RO	Neptune			

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