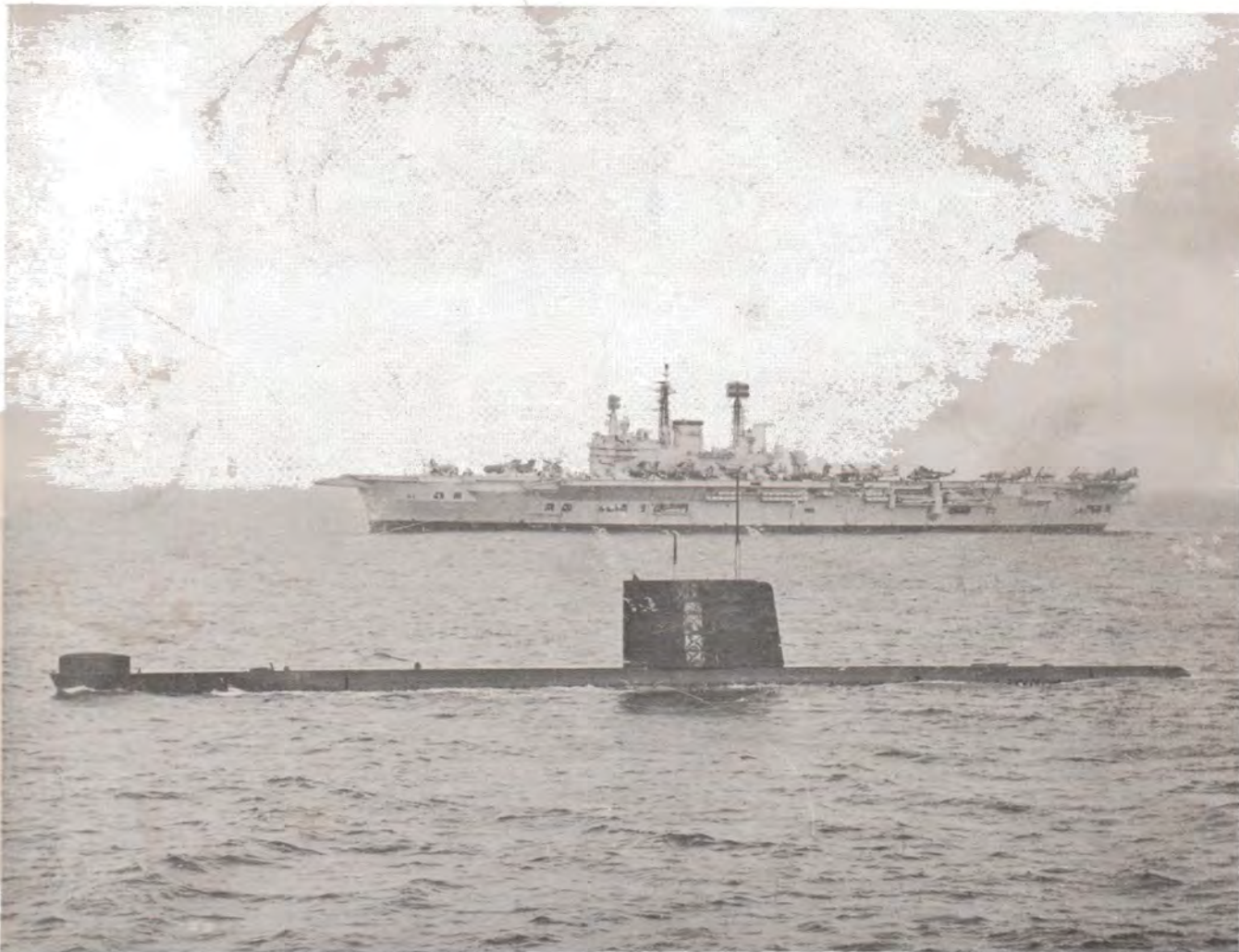




THE COMMUNICATOR



SUMMER 1976

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THE COMMUNICATOR

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IN THIS EDITION

The Lifeboat Service — Lifeboat Communications
Parachutist Sparkers — The Communicator Commando
V.L.F. — Rugby Radio
HMS Ark Royal — Camping — American Style

EDITORIAL

Once again a change of editorial staff has become necessary as Lieutenant Bob Davis has gone to join the staff of FOCAS.

Lieut. Davis, together with Lieut. Villier and Lieut. Webb, has worked very hard to steer our magazine through a difficult period to make it a truly "DIY" magazine and consequently financially viable. I think that he deserves the thanks of all Communicators for his efforts.

Now that I have taken over the job I would like to keep the magazine on similar lines to my predecessor and provide you, the readers, with a wide variety of news and views from the communication scene. However, it is not very easy to provide this wide variety unless I get some help from you. So, in addition to the normal Ship and Commcen articles, please let me have your articles on any aspect of communications or communicators and any photographs or cartoons to illustrate them. You have got until 11th October to send articles for the Christmas edition so start thinking and writing now.

SNIPPETS

The very interesting article by RS Lucas of HMS *Rothsay* in the Spring Edition of the magazine raised yet again the problems of off-setting. Why is it, I wonder, that this seemingly simple subject *still causes* so much trouble?

Glancing through the very first edition of the COMMUNICATOR (EASTER 1947) I came across the following contribution entitled, "Let's Talk Shop":

"A/T (Automatic Telegraphy): This is the

Service name for what is known as radio teletype in commercial circles. The general idea is to connect teleprinters by radio and signal by this means rather than by using the morse code".

"As the lay-out of shore wireless stations and C.C.O.s will be considerably affected by this development, an A/T mock-up is being established at Leydene this year to determine the best lay-out of the various signals offices required by this system".

I wonder if these new fangled *methods* will really catch on?

Received in MERCURY:

From HMS NONSUCH TO MERCURY
BT BULLETS AVAILABLE 24 MAY TO 16
JUL FOR TWO RO(G) AND TWO RO(T)
BT

Maybe they were preparing to have a shot at The LRO Provisional exam!

LETTERS TO THE EDITOR

*An extract from a letter by ELWYN JONES,
ex-CRS(RCI)*

"....being a social member of the Senior Sailor's Mess at HMAS *Leeuwin* and President of the Gosnells branch of the Returned Services League, I am perhaps ideally suited to liaise with "home base" through my membership of the RNCCA."

"Anyone visiting Perth may feel free to communicate with me for local arrangements. My address is:

109 Hume Road
Thornlie 6108
Western Australia"

Yours sincerely

Elwyn Jones

From RS R.J. Phipps, FOST, CDO

Dear Editor,

I am sure that Sub Lieut. M.I. Park, when drafting his article "Oil Rig Communications in the Offshore Tapestry", had his frequencies right and that the printed version is the only funny.

Who are we trying to confuse? Try as I might I could not fit a bandwidth of 1.5 Mhz into the 1.9 to 2.7 Mhz frequency band. I am sure MERCURY himself could not!!!

Since when has the 1.5 to 1.9 Mhz band been UHF?

Could you please reassure us and confirm that it should be 1.9 to 2.7 Ghz and 1.5 to 1.9 Ghz respectively?

By Editor — Whoops! Sorry about that, thanks for pointing out our error.

A MATTER OF CONSERVATION

Editor's Note: The following is a reprint of actual correspondence between The Royal Navy and The Wolly Monkey Sanctuary.

The Royal Navy
HMS Lynx
BFPO Ships
16 Aug. '69

Leonard Williams, Esq.,
Wolly Monkey Sanctuary,
Nr. Looe, Cornwall.

Dear Mr. Williams,

HMS *Lynx* is a 'Cat' class frigate due to Commission on 11 Oct 69 for service at home and in the Far East.

The Secretary of the Federation of Zoological Gardens in Great Britain and Ireland has suggested I write to you in an effort to obtain a stuffed mounted Northern Lynx as a trophy for the ship. Any assistance you could give us would be appreciated and would result in publicity for the ship and the donor at our Commissioning Ceremony.

Yours faithfully

etc.

The Woolly Monkey
Sanctuary,
St. Martin-By-Looe,
Murrayton, Cornwall.
20 Aug. '69

Dear Lieutenant —,

In reply to your letter of 16th August, there must be some mistake. I am an animal conservationist, not a taxidermist.

However, my good friend Chieftain Sitting Lynx of the Iroquois Indians in North America has a very good mounted and scalped specimen of a Lieutenant of The Royal Navy, which I'm sure he would donate if you mentioned my name.

Please convey my regards to the Secretary of the Zoological Federation, and tell him I look forward to seeing him stuffed at the Commissioning Ceremony on Oct 11th.

Yours sincerely,

Leonard Williams.



USE OF VHF/FM IN CO-ORDINATION OF SAR INCIDENTS

Lt. Cdr. J.A. Douglas, M.B.E. RN(Rtd.)

Chief Inspector, Her Majesty's Coastguard United Kingdom

INTRODUCTION

The aim of this paper is to show how HM Coastguard has developed its communication systems and in particular a VHF/FM radio network during the past ten years.

BACKGROUND

Before 1963, search and rescue communications between Coastguard Stations, Lifeboats, search aircraft and rescue helicopters, depended on M/F radio installations at 11 Post Office Coast Radio Stations supplemented by smaller transmitters/receivers at 14 Coastguard Stations and the use of public telephone systems. Search aircraft and rescue helicopters were not fitted with marine radio frequencies. Lifeboats were fitted with UHF for communication with aircraft.

The disadvantage of this system was that immediate tactical control of events at the scene of an incident was lacking. For example, a vessel ashore in a remote place on the coast line, unaware of its exact position, would need to have "search" as well as "rescue" units deployed to her assistance. The "search" phase would require

the assistance of other ships at sea, RAF maritime aircraft, RNLI lifeboats and Coastguard shore search parties. The actual rescue, depending on the position of the casualty, required the possible use of a rescue helicopter for direct lift, RNLI lifeboats and shore rescue equipment including cliff rescue apparatus and the breeches buoy.

In the situation envisaged, the well-known incompatibility between air and maritime radio communication systems would mean that there was no common radio frequency on which all the participants could talk to each other, and that messages of immediate tactical importance could only be passed by the most basic means. Examples occurred, for example, of a rescue helicopter having to land near a shore search party for a verbal briefing. A lifeboat could communicate with the rescue helicopter but not with the shore party except through a distant M/F radio station and then by telephone to the nearest point to the scene of the incident.

THE REQUIREMENT

While initiative and common sense based



on visual observation by individuals often achieve good results, in the worse cases unnecessary risks were taken by rescuers because they were not aware of the fact that a more appropriate rescue unit might be available. An obvious example is that a rescue helicopter may be able to lift survivors from a vessel on rocks which could only be reached by a lifeboat by risking severe damage and injury to the lifeboat crew. A further consideration is the fact that over the past ten years the massive increase in recreational activity – at present over 80% of the 6,000 incidents each year – require more often than not immediate “tactical” decisions in which shipping generally need not necessarily be involved. An example of this would be a small sailing yacht dismasted and driven ashore on to a sand bank. The incident is sighted by a member of the public and reported to the Coastguard by the emergency telephone system. How can a rescue helicopter and an inshore lifeboat be directed to the exact spot as quickly as possible? With the equipment available ten years ago there would have been little room to manoeuvre once the rescue units had been dispatched. It would seem from shore to be going to the wrong place. The inherent delays in the communications systems could, and regrettably sometimes did, result in loss of life.

Responsibility for the co-ordination of search and rescue imposes upon the Authority responsible the requirement for a number of “reception centres” to which information about a distress is channelled. In the UK there are 28 of these. They are called “Coastguard Rescue Headquarters.” At these places decisions are made on what action is to be taken. Ideally they should be capable of handling any tactical situation within their area of responsibility with the means to delegate control to a localized area while retaining overall supervision. In practical terms this means that all aircraft, helicopters, lifeboats, other ships at sea, vehicles in shore search parties, and shore rescue units, should be able to communicate quickly with each other and with the main co-ordinating base. A comprehensive VHF/FM system based on fixed shore stations is difficult in the UK due to the nature of the coast line. There are, of course, numerous estuaries and inlets and many of these are surrounded by high ground. There is also the problem of fitting lifeboats, helicopters, and other units with the appropriate transmitter/receivers. The question of allocation of frequencies must also be resolved.

DEVELOPMENT

In the early stages it was decided to purchase portable VHF/FM equipments which were crystallized for 156.0MHz. Sixty of these were purchased in 1963 and at the same time 12 fixed radios were installed at important Coastguard stations. A fitting programme for VHF/FM in lifeboats was also started. The lifeboats and the fixed stations were also fitted with Channel 16 (156.8 MHz). By 1966 all main Coastguard stations – about 50 of them – were so fitted and a start had been made on equipping Coastguard Land Rover vehicles with 156.0 MHz. This frequency was called Channel 0. It is a band edge frequency and is used by the Coastguard for shore to land mobiles as well as shore to sea mobiles. The further step was to allocate it for shore/air mobiles. Experience soon showed that a comprehensive plan for a VHF network was needed and this has now been taken to the point of near completion.

ADDITIONAL FACTORS AFFECTING THE AIM

As a result of the 1974 World's Maritime Administrative Radio Conference, on 1 January 1976 Channel 16 (VHF/FM (156.8 MHz) will become a distress frequency, whilst Channels 10, 67 and 73 will be available for SAR communication, and Channel 6 as a “scene of search” frequency.

INTERIM ARRANGEMENTS

In order to extend the coverage on Channel 0 high point systems, particularly in mountainous



"WILL YOU SEARCH ME, AFTER
YOU'VE RESCUED ME. — PLEASE—"

areas, have been set up using the two-frequency simplex method. This is useful for Coastguard purposes and for communication with other units

RNLI lifeboats in particular, which are fitted with the special equipment needed. But for general usage the requirement is for a system which can be used by both the customer and all other participants in a search and rescue operation.

In addition a programme for the installation of "high point" VHF stations with land line control from a rescue headquarters was started in 1966. For example, a remote controlled station with the aerial at over 2000 feet was installed in the Isle of Man. This gives a coverage of over 70 miles on both Channel 0 and Channel 16.

Further high points have resulted in the coverage on both frequencies being extended to 80% of the UK sea area. The existing "grey" areas are in Western Scotland where "customers" are not so numerous at present, but planning for this area

to be fully covered is at an advanced stage. All lifeboats and most inshore lifeboats now have VHF/FM on the required frequencies. Rescue helicopters are also fitted with similar equipment. Some 200 Coastguard vehicles are fitted with Channel 0 and 250 Coastguard stations have portable VHF equipments for use not only on beach searches, but also for communications on cliff or breeches buoy rescue work.

Some of the problems of high point systems include the expense of land lines and an interim solution of interest may be that in the Island of Islay an independent two-frequency simplex equipment has been placed on a mountain. It is operated by solar batteries and requires no maintenance for two to three years.

From the customer point of view the introduction of single side band frequencies has raised the cost of equipment so much that many yachtsmen who would otherwise fit radio are no longer fitting M/F. By fitting VHF/FM instead these potential customers may contribute enormously not only to their own safety but also in assistance to other yachts or small commercial craft which may be in trouble.

Planning extends to the use of "sectorisation" control of particular incidents because experience has shown that there may be two or more incidents going on at the same time with different communication problems. For example the working of the equipment doing a cliff rescue using Channel 0 may interfere with a lifting operation in which a lifeboat and rescue helicopter are co-operating in an incident within range of the first incident.

An example of what is possible with present

day equipment will illustrate the effectiveness of the present communication system. A small yacht capsizes within a mile of shore and the crew show obvious signs of being unable to right the yacht and in the conditions are liable to die from hypothermia if they are not rescued quickly. The incident is observed by a member of the public who calls the Coastguard Rescue Headquarters on the 999 telephone system. A rescue helicopter, an inshore lifeboat and a Coastguard vehicle are called out immediately to the scene. The vehicle proceeds to point, and the Coastguard Officer then directs the helicopter visually using his portable radio or the radio in his vehicle to the yacht in distress. There may be dozens of yachts in the vicinity, but they may not notice that one of their number is in trouble. The Coastguard sees that one of the crew has become separated from his capsized vessel and directs the lifeboat to go to him while the helicopter lifts one of the crew. The helicopter reports that the survivor is in a serious condition and must be taken to hospital immediately. The main rescue headquarters arranges for hospital reception and directs the helicopter to leave the scene knowing that the situation is well under control because of the radio contact between the Coastguard vehicle and the inshore lifeboat. Without efficient, direct communication this sort of tactical situation could not be controlled effectively and in the past many such incidents would have ended in drownings.



"
... MAYDAY, MAYDAY, MAYDAY...."

RADIO DISCIPLINE

Before drawing conclusions from the experience described, the implications of radio discipline — or the lack of it — should be considered. Professional organizations are well able to conduct their own training programmes and to ensure that their own staff at least are aiming at the highest possible standards of voice procedure. Unfortunately many “customers” appear to be unaware of the fact that radio is not like a private telephone line. As there is no “engaged” signal on the basic VHF equipments which are available on the open market, a transmission made at the wrong moment using the system described may seriously interfere with a rescue operation. There is no question, of course, of fitting SAR working frequencies in all radios. To this extent Channel 0 is well used by those who have it. But the extension of the participation of yachtsmen and other small-craft owners in VHF communications will require care to ensure that they maintain the highest standard possible of voice procedure.

CONCLUSION

The experience of the UK in developing a VHF/FM system for SAR purposes has shown that the best way of solving the majority of SAR problems is to have the most direct and efficient communication between the persons in trouble and those responsible for co-ordinating and directing the local tactical effort on their behalf. High point systems carry the penalty of too much coverage for some purposes. A balance has to be struck which may mean that a number of lower placed aerals is preferable, though this creates other technological problems at the control centres. Further use may be made of the technological developments which are available in other fields, subject to cost effectiveness; the use of satellites is an example.

The problem of SAR communications, particularly in the VHF field, is growing, and it may be that there will need to be more provision made in the future in the international radio regulations. But the UK system shows what can be done within the present international structure

COMMUNICATIONS AND NAVIGATIONAL AIDS OF A MODERN LIFEBOAT

by Lieutenant Ernest Gough, RN Staff Officer (Communications), RNLI

Seeing an offshore lifeboat for the first time, you may wonder why she has so many antennae and gadgets sprouting out from her superstructure. The antennae are, of course, the ship's aerals, each designed for a specific job; they, like the other similar fittings, are above-decks evidence of the electronic eyes, ears and mouth now at the service of the crew in the wheelhouse. Through them the lifeboat crew can obtain up-to-the-minute information from the outside world, and in turn pass back their own urgent messages.

When the new Arun class lifeboat was introduced into service she was fitted with the latest communications and navigational aids, and at the foot of this page is a photograph of an Arun class lifeboat on which each electronic deck fitting has been numbered.

Come on board for a guided tour

1 The smaller of the whip aerals on the starboard side of the Arun's wheelhouse is for the very high frequency (VHF) frequency modulated (FM) radio used to communicate with the Coast-guard and Coast Radio Stations, other ships, search and rescue (SAR) units including helicopters, Royal Navy ships and, of course, any casualty which is fitted with VHF radio.

2 There is an even smaller whip aerial on the port side. It is a similar type of equipment, that is VHF, but it is amplitude modulated (AM) and

is used to communicate with French helicopters in combined services with Arun class lifeboats in the waters surrounding the Channel Islands. This aerial need not be fitted on Aruns at other stations.

3 The larger of the whip aerals on the port side acts as the search aerial for a medium frequency (MF) receiver. It enables the lifeboat to maintain a constant listening watch on the distress frequency, 2182 kHz, irrespective of the frequency to which her main MF radio may be tuned.

4 The whip aerial at position 3 is also used in conjunction with the loop aerals seen at position 4. These are fixed Bellini Tosi direction finding (DF) loops which enable the lifeboat to take radio direction finding bearings for navigational purposes or to home on to a casualty.

5 The larger whip aerial on the starboard side, similar to the one at position 3, is for the main medium frequency radio which can be tuned to nine different transmitting channels, including the distress frequency 2182 kHz, and eleven receiving channels.

Because the two larger whip aerals are of the same design, should the transmitter aerial (5) be damaged in rough weather or when going alongside a heavily rolling casualty, the transmitter can very quickly be restored by changing over the elements from the aerial at position 3; this can be



done without having to retune the transmitter.

6 Here you will see the radar scanner; its display is in the wheelhouse, starboard side, alongside the coxswain. Continually rotating, the scanner picks up the shapes of coastline, rocks and ships and, with a rotating beam, sketches them in on the wheelhouse display in distance ranges of $\frac{1}{2}$ mile, $1\frac{1}{2}$, 3, 6, 12 and 24 miles, thus presenting the coxswain with an electronic chart, constantly corrected, of the waters through which he is steering, and helping him to locate the casualty for which he may be searching.

7 The dark cylindrical object standing up on the port side is the amplifier for the Decca navigator mark 21 receiver. Again, this receiver is in the wheelhouse at the chart position. Continually reading signals from groups of shore transmitters, the Decca presents the coxswain, at any time, with a set of numbers which, referred to a special lattice chart, immediately plot for him the position of the lifeboat.

8 The little white, round, cylindrical object is the sensor for the Decca 350 automatic pilot. It can sense when the lifeboat moves off a pre-set course and actuates the rudders automatically to regain the course to be steered, thus relieving the coxswain of the need to steer the boat manually during long passages in open water.

9 At the top of the mast is a blue flashing

light which identifies the lifeboat, when launched on service, as a search and rescue unit in the same way as an ambulance or a fire engine is distinguished on shore.

10 Alongside the coxswain when he is conning the lifeboat from the upper steering position is the echo sounder indicator, which gives an immediate indication of the depth of water below the boat by using a neon light, while

11.... in the wheelhouse at the chart table is a second echo sounder of the recorder type which makes a permanent record on paper of the depth being encountered.

The transducers through which the echo sounder signals are transmitted and, after being 'bounced' off the sea bed, received back again cannot, of course, be seen as they are fixed to the hull bottom on either side of the keel.

The Arun is also fitted with a five-way intercom unit so that the coxswain can speak to each of the compartments, the upper steering position and to the crew member on the fore deck.

That is a brief description of the electronic equipment available to the crew of an Arun; other lifeboat classes are similarly, though not identically, equipped. Every offshore lifeboat has a minimum of MF radio, VHF radio and echo sounder. The majority have a direction finder on

the MF radio and over 100 are fitted with radar. All newly constructed lifeboats have radar and direction finder installed on building.

Inshore lifeboats are all fitted with VHF radio only.

Navigational aids are there for the coxswain to use in his own wheelhouse as the need arises, but the radios are obviously for two-way conversation. How, then, are radio communications afloat organised? From the diagram on this page it will be quickly seen that each search and rescue station or mobile unit is fitted with radio equipment which allows it to work on specific frequencies. These frequencies and the traffic allocated to them are listed below:

Medium Frequency (MF)

2182 kHz	International distress and calling frequency
1.6 MHz various	Coastguard working frequency
2241 kHz	Ship to ship frequency
3023.5 kHz	Scene of action search and rescue co-ordination frequency

Very High Frequency (VHF)

Channel 16	156.80 MHz	International distress and calling frequency
Channel 0	156.00 MHz	Coastguard working frequency

Channel 6	156.30 MHz	Ship to ship frequency
Channel 12	156.60 MHz	Port control
Channel 14	156.70 MHz	Port control

Although the diagram may look rather complicated, lifeboat communications are really quite simple. The golden rule is that the frequency or channel chosen should always be one that is common to all the units taking part in the rescue service. For example:

12a Units involved:

Casualty (fitted with MF and HF radio)
Coast Radio Station
Merchant ship
Lifeboat
2182 kHz MF and VHF Channel 16 would be used.

12b Units involved:

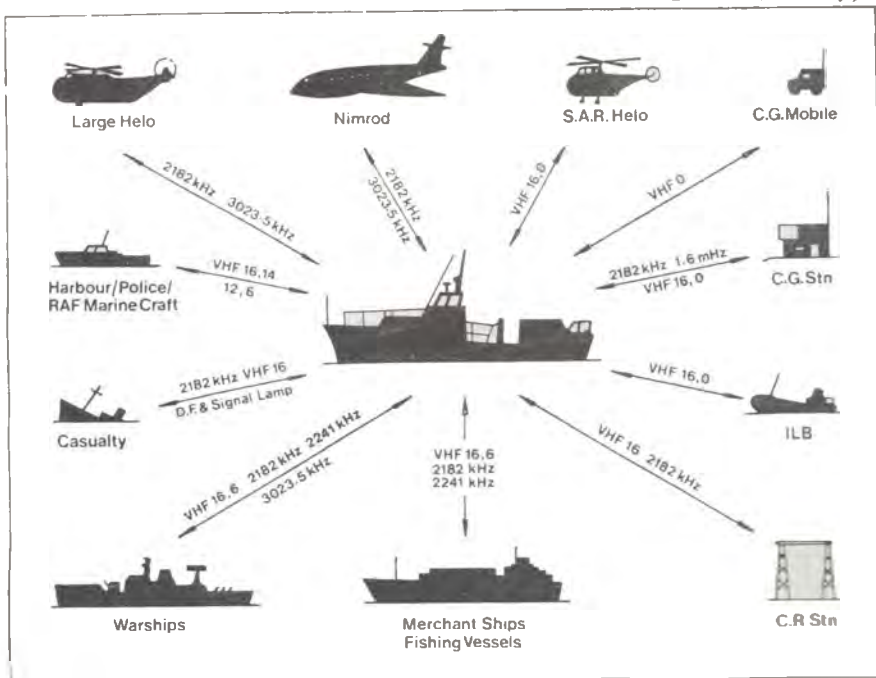
Casualty with no radio near to shore
Warship standing by
Coastguard station
Lifeboat
VHF Channel 16 would be used.

12c Units involved:

Casualty with no radio near to shore
Coastguard station
Inshore lifeboat
SAR helicopter
Provided no help is required from other shipping in the area VHF Channel 0 would be used.

12d Units involved:

French fishing vessel (casualty, offshore)



British tanker standing by
Nimrod aircraft
Coastguard Headquarters
Lifeboat
2182 kHz MF would be used.

The other working frequencies that are available between individual units would only be used when the matters to be discussed are of no interest to others taking part in the operation. Any information affecting the rescue operation received on a working frequency not common to all units is passed to the co-ordinating authority and then relayed on the common net to all concerned usually by means of frequent situation reports.

A lifeboat launches on service on MF 2182 kHz and VHF Channel 16 and establishes communications with the primary MF radio station and the Coastguard VHF radio station on those frequencies.

All further communication is carried out on 2182 kHz and VHF Channel 16, except that by prior arrangement with the Coastguard, provided it is unlikely that help from ships at sea will be needed and the lifeboat has been launched to a service which has not been initiated through a Coast Radio Station (e.g. a Mayday call), then the Coastguard station MF working frequency (1.6 MHz) or VHF Channel 0 may be used. This, of course, leaves the international distress frequencies free for other emergencies.

Until recently the necessary maintenance on electronic equipment in our lifeboats was carried out under contracts negotiated with the various suppliers. Generally this scheme worked out very well, but there were of course problems

in arranging for the engineers to visit lifeboats at remote stations, and it was expensive. Following an evaluation of this policy by the Committee of Management, it was decided that all maintenance should be done by the RNLI's own staff.

This system has now been introduced almost completely, and it is working extremely efficiently. The communications department has developed a planned maintenance scheme which is proving of great benefit. If there is a serious problem at any lifeboat station, it is a straightforward matter to arrange for one of our own technical staff to deal with it without delay. There is no doubt that this new scheme is solving many problems, and costs appreciably less.

That is a brief introduction to the electronic equipment carried on board a modern lifeboat. We live in a sophisticated age and without doubt electronic development has put most wonderful aids into the hands of lifeboat crews. It must not be forgotten, however, that they are only aids: that is all they claim to be. They are far-reaching extensions of the senses of the crew, but they can never replace the observant eye, the perceptive ear, the immediate hail of the experienced seafarer. Nor can they fully take the place of the simpler, familiar tools of communication and navigation, always to hand; loudhailer, signalling lamp, flags, flares, compass and leadline.

Be it simple or sophisticated, in the end an aid can only be as good as the man who is operating it; as in all spheres of lifeboat work, when a storm is blowing, the sea very rough and confused, it is the calibre of the crew member that counts.



CO-LOCATION

A man living with a woman in pay office category C1 receives an addition to his income tax personal allowance but is taxed on the woman's investment income (if any). This is called MARRIAGE. A man living with a woman not in this category does not receive an addition to his personal allowance and does not have to pay tax on the woman's investment income. This is called CO-HABITATION.

CO-LOCATION is different. It has nothing to do with tax. It is using radio transmitters and radio receivers in the same place at the same time. No one, but no one, does this if he can avoid it. Radio controlled taxicabs operate simplex circuits, so do police mobiles, fire engines, ambulances and so on. Modern mobile radio systems use high power stationary transmitters to call mobiles and pass traffic to them but the stationary receivers are no where near the transmitters and greatly outnumber them, to accept traffic from the lower power mobiles. Stationary transmitters and receivers are connected by land line to the Control Post.

Naval Communications habitually co-habit; no I mean, Co-locate. They have no choice. They suffer from doing so. They suffer from IP and CM.

IP means Intermodulation Products. We used to call it 'rusty bolts' effect. We first noticed it at UHF and we all know about the pages in RNCP () which help us minimise it. However, IP affects HF too. This is how:

Whip aerials are usually made of steel rods; the cables connecting them to equipments are made of copper. Whenever RF passes from one metal to another extra frequencies are produced. These are exact multiples of the signal frequencies (harmonics) and complicated sums and differences (IP).

Take a multichannel HF RATT transmission; suppressed carrier frequency 6344 kHz.

6304.6375 (Channel 2 active tone)
6304.8075 (Channel 3 active tone)

These will produce IP thus:

3rd order – 2 times Channel 2 minus
Channel 3 = 6304.4675 which
is Channel 1 active tone.
2 times Channel 3 minus
Channel 2 = 6304.9775 which
is Channel 4 active tone.

So the reception of Channels 1 and 4 will be degraded by IP due to Channels 2 and 3. There are 4th and 5th order IP as well!

IP is a great problem in Satcoms and this is why RAF Oakhangar monitor the IP and tell SCOT fitted ships to take certain actions such as to reduce power. This is because a third order IP is proportional in strength to a complicated product of the two signal powers so when both signals watts are halved, the IP watts are divided by eight which is an obvious benefit, if the signals can be read at lower power.

Common aerial working filters, base-tuners and multicouplers are devices which help to combat IP.

Radio designers working for industry are taking an increasing interest in our co-location problems because they are keen on foreign sales to navies which do not have the advantage of an ASWE or an X Section to sort out solutions to IP.

SO YOU THINK YOU HAVE IT ROUGH

The following appeared in a U.S. Naval publication and is reproduced here as 'food for thought'.

Discipline "True as may be the political principles for which we now contend (the fight for independence) they can never be perfectly applied or even admitted on board ship. This may seem a hardship, but it is nevertheless the simplest of truths. While the ships sent forth by Congress may and must fight for the principles of human rights and republican freedom, the ships themselves must be ruled and commanded at sea under a system of absolute despotism".

Punishment for sleeping on watch is If any man within a ship has slept upon his watch four times and so proved, this is to be his punishment:

The first time he shall be headed at the mainmast with a bucket of water poured upon his head.

The second time he shall be armed, his hands held up by a rope, and two buckets of water poured into his sleeves.

The third time he shall be bound to a mainmast with gunchambers tied to his arms and with as much pain to his body as the Captain will.

The fourth and last time being taken asleep he shall be hanged to the bowsprit end of the ship in a basket, with a can of beer, a loaf of bread, and a sharp knife, and choose to hang there until he starve or cut himself into the sea.

SHOTLEY — AS I KNEW IT.

by Mr R.L. Maguire

(Hon. Sec. RN Telegraphists (1918) Association)

I have no good — or kind — recollections of Shotley, and one of the happiest days of my life was when I had completed my training as a Boy Telegraphist and was drafted to sea. I never did meet anyone who was trained there between the years of the First World War, who had any fond remembrances of the place. Our pay, to begin with, was just six pence per day, of which we were only given six pence per week to spend, the rest was “put-by” for us till we had reached “mans age”, 17½ or 18 years, but no interest ever accrued on our “savings”.

I was lucky in one way. I had just completed four years at the Royal Hospital School, Greenwich, so I knew all the answers — or so I thought. In less than one week in the “New Entries” I had passed all the Seamanship exams, knots, splicing, compass, points and grafting etc, and in the technical exam, having gained sufficient points I was allowed to chose my Branch of the Service for training. I choose Wireless.

All boys under training, no matter what Branch, were up at 0600 daily, at 0630 boys were issued with “Capes” — a “Cape” was a third of a hammock with a hole cut in the centre, big enough to get over one's head. On “Capes” and a double to the Foreshore, PO's with “Stoneky's” to urge us on quicker. (I don't know if the word “Stoneky” is known to modern sailors, but it consisted of a Turks Head and three 18 inch tails of about ½ inch grass rope. PO's were allowed to wield their “Stoneky” as they wished, and no one dare complain).

On the Foreshore we had to dig with our hands to find the Submarine Nets amongst the grass and snow. The nets weighed about two tons each and were about 50 yards long, 50 boys to each net, which were covered in thick grease and oil — hence the “Capes”. Nets were picked up in unison by order, placed on the shoulder, then a half mile walk to the pier, where they were stowed on tugs and taken away for the purpose of protecting harbours from enemy submarines. During that half a mile walk, if one didn't get half a dozen lashes from a PO's Stoneky then he was a Blue-eyed Boy.

0730 return to your Rooms, wash and



"LET US SPRAY!"

breakfast of greasy cocoa and never enough to eat – hard tack biscuits were a luxury. Instructions from 0900 to 1200, one hour dinner, 1300 to 1600 Instructions again. Any petty crime was rewarded with further Wire Working – carrying Submarine Nets – during the evening when others were playing football etc.

On Saturday mornings all boys were employed in cleaning up the barrack rooms and the barracks generally. In the afternoon all boys were sent out to “graze” on the huge playing field. If one wanted to use the “Heads” which were all inside the barracks, one had to leave his hat with the sentry on one of the gates. Each boys number was in his hat, and the sentry recorded the time that number went to the heads.

I mentioned that I thought I knew all the answers. On one of my visits to the heads I found out that I was still a “Nozzer”. Standing at the “Till” doing my stuff I suddenly heard someone shout “Lobs Hoppy”, I had no idea what it meant, and when one of the older boys standing near me, who was smoking, asked me to hold his fag for a minute, I readily accepted. A large hand suddenly fell on my shoulders, Naval Police were raiding the heads. The “Hoppy” was the nickname of a N P and “Lobs” meant warning. I was accused of smoking – no one in the RN was allowed to smoke under the age of 18 – my excuse that I was holding the fag for someone else was apparently a very old one, although I protested that I did not smoke. I got Commanders report. Next day I was brought before Commander Prowse – he only had one eye and was nicknamed “Nelson” again I protested that I did not smoke and never had, but I was sentenced to six cuts of the best on my backside. At 1100 that day I was lead to the guard house, given a pair of shorts made of hankchief material, off trousers, on shorts, then I was strapped on a gym horse and given six cuts by the Marine PTI. I carried those markings on my behind for two months. I began to learn.

No leave was ever given – shore leave that is – the only time we ever went out of the barracks was for a route march or on home leave. On Sundays it was cleaning again, then marched to Church, dinner, then out to graze again on the playing field. Sunday was the only day of the week we did not do any Wire Working. Once a week each class had to do Mast Drill, up the rigging, over the Lubbers hole, top gallant, and down the *other* side, the last three boys had to go through it all again – my GRHS training helped me out again, I never had to repeat the climb. After the big clean up on the Saturday mornings, the Captain – or was it Commodore – Cayley – I think his name was – would inspect every Mess,

and the best Mess in each Division was rewarded with a “Salmon Tea” – the treat of a lifetime – others had but bread and marg.

Yes, they were very grim days, I’ve no happy memories, but as I look back, no regrets. I was taught discipline the hard way, it has never done me any harm, but stood me in good stead through life. My only regret now is that I wish I was sixty years younger – I’d be back in the Royal Navy tomorrow. To those serving, the friends you make today will be your friends in 60 years time, I’ve proved it.

Strangely enough, the Wireless Officer in Charge at Shotley was a Major of the Royal Marines, Major Cheeseman. I also came in contact with another Marine Wireless Officer, Major Deacon. I never did find out how it was that Royal Marine Officers were nearly always the Officer in Charge of Wireless Stations manned by ratings of the Royal Navy, and there was always Commissioned or Warrant Telegraphists billeted on the stations.

“Sparkers”, as we were known, did have certain privileges onboard, probably the most noticeable was on the old coal ships, we were always excused Coaling Ship, we never knew whether it was to prevent coal dust getting in our ears, or cutting our hands on the lumps of coal, and so prevent us from writing – it was all morse reading, and fast at that, I could read at 30 words per minute and transmit at around 40 wpm. One chap I served with, “Blinder” Pole, could transmit at over 50 wpm, but of course a Yank had to come along and make all our speeds seem slow.

Ted R. McElroy of the US Navy, received and transmitted over 75 wpm, that is equivalent to 17 symbols per second. This was achieved in a tournament at Asheville, North Carolina, on the 2nd July, 1939. No doubt this was done on the “Yankee Bug” – a side keying as opposed to our up and down keying, and the receiving on a fast silent typewriter.

However, to go back to the Coal Ship days. We were excused, but we had to take over all the odd jobs in the Ship such as Quartermaster, Bosun, Key Board sentry, Captains messenger, Postman etc, but we got just as dirty as everyone coaling.



SUBMARINES

THE ROSM BY FOSM

ROI Parfit's article in the Spring edition demands some response.

The problems facing the ex RO/RP convert to ROSM, and the New Entry ROSM are separate. It is on the success of the New Entry, and his ability when he reaches Leading Rate and Petty Officer Rate that the scheme depends. Conversions had to be made to supply the experience and expertise at these levels during the changeover phase; a phase that will last several years.

The original idea was to man submarines with complete ROSM complements as they come out of refit. For a variety of manning and training reasons this has not been possible in most cases. When it is not possible to man fully with ROSMs, efforts are made to supply ROSMs in even numbers to facilitate job rotation, thereby allowing the necessary experience to be built up. Everyone in the Submarine Command is aware of the temptation to put ex ROs into RO type billets; this temptation has to be resisted both for the good of the man and the scheme. Rotation between jobs during a watch should be the aim.

It would be ideal if New Entries could be given some taste of service at sea, particularly in submarines before filling complement billets. Regrettably this is just not possible for reasons of accommodation alone. It has to be accepted that the JROSM is an inexperienced man who will need on board training, continual encouragement and supervision to reach the right standards. General Service has been faced with this problem for sometime, and also has to cope with Reduced Manning Standards which we in submarines do not. Our experience of Juniors to date is that they are well motivated and keen to progress and it is to the credit of those submarines with largely ROSM complements that they are making it work.

The morse ability of ROSMs has been the source of much discussion at all levels, and it still continues. It is an irrefutable fact that submarines use morse a great deal (over 40% of all messages transmitted on Ship-Shore) and that therefore morse standards need to be kept at a high level. At the same time it is the single most difficult skill to acquire. We have recently had another good look at this and some changes will be made to the training programme which will hopefully make the learning easier.

Everyone in "Head Office" is keen to make the scheme work but advancement and continuation training, upon which the scheme

depends, are ultimately the responsibility of the individuals concerned. A recent question paper designed by Captain Submarine Sea Training for LRO(SM), aimed at helping in obtaining knowledge and stimulating interest only received 16 responses from the 50 issued.

The problems facing converts, and those yet to convert are well recognised and a great deal has been done to alleviate many of the advancement/career ones, DCI S 56/76 is relevant.

The new ROSM sub-branch has, principally due to the low intakes of 1973/4 had a difficult birth. However, numbers are building up now and the Conversion programme continues. 1976 must be regarded as a year of training and consolidation for the better time ahead. The ROSM has a big and important job to do both at sea and ashore and the increased flexibility his presence will give should in time make the submarines more effective.

RUGBY RADIO STATION (Anonymous)

(Editors note): This short article is condensed by one of our staff writers from various Post Office features and in particular from a historical survey written by M. Johnston).

Rugby radio station, well known throughout the world, and not least by the Royal Navy is 50 years old this year. The actual Golden Jubilee of GBR took place on 2nd January, 1976. Whilst the station is internationally known, it is mostly



"WHERE'S YOUR SUBMARINER HUSBAND?"

by people on the receiving end. These few lines then are intended to be a brief resume of the last 50 years with a writers eye view of the size of the place.

But the story starts long before 1926. That year marked the completion and bringing into service of the station who's introduction had started 16 years before, in 1910 when the newly formed Marconi Company approached the Colonial Office for licences to build 18 wireless stations throughout the world. This was the start of 16 years negotiation, consultation with Dominion governments, the first World War and several different British Governments. But at last on 5 March 1923 Mr Bonar Law announced in Parliament that the project would go on and the Post Office bought 920 acres of land at Hillmorton. The site was chosen to accommodate sixteen masts each placed one quarter of a mile apart. Each mast is 820 feet tall and 27 miles of copper cable were used in forming the aerial. To give you some idea of the size of the masts, some comparable heights are:

Rugby Masts	820'
GPO Tower	620'
Blackpool Tower	520'
St. Pauls Cathedral	365'

Thus, when the stations opened in 1926 it made history as the worlds most powerful transmitter using thermionic valves and providing world wide radio telegraph communication throughout 24 hours of the day. The high powered VLF transmitter operated at a frequency of 16 khz with an aerial power of 350,000 watts. The valves were water cooled. This necessitated the building of two reservoirs with a total capacity of half a million gallons of water. Each mast, complete with stays, weighs about 200 tons and a sway of 10 feet at the top is possible. And the stays were not renewed until 1956.

In 1928, a short wave radio telegraph channel was opened to the USA on 16 and 32 metres, and this increase led to an additional building being constructed in 1929.

With the advent of war in 1939 most of the overseas commercial services were suspended and the majority of the stations functions given over to use by the Armed Forces. GBR itself was of vital importance to the Royal and Merchant Navy during those dark days. In 1943 the main station building was severely damaged by fire. Started without warning when the woodwork on the roof of the main station housing the VLF transmitter ignited due to the radiation effect from GBR. At this time, Criggiory VLF station was nearing completion, having been built against just such a contingency and so service was carried

on almost uninterrupted.

In 1954 a third building was added to the complex and in 1966, after forty years of service, the station was modernised by a programme of building.

The site now exceeds 1600 acres. It contains over 140 directional HF aerals, mostly shombico, in addition to the LF and VLF aerals suspended from the 820' masts. The three buildings contain one VLF, two LF and 54 HF transmitters giving a total peak output in excess of 2 million watts.

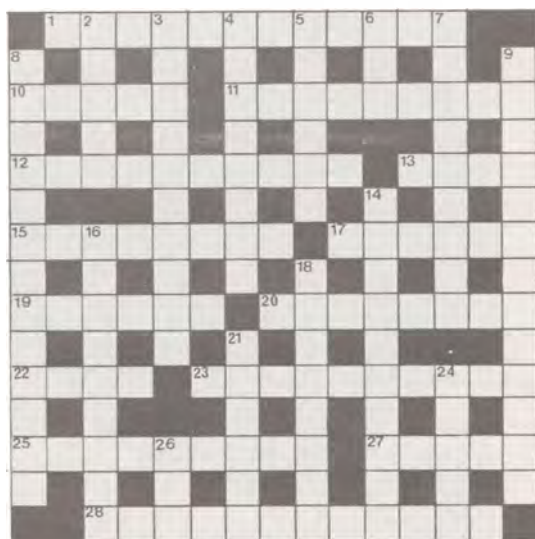
This then is a very brief history of the station and its facilities. What of its future? VLF and LF are likely to be with us for many years yet but the Post Office find that the use of HF radio services are beginning to diminish as more and more traffic is switched to cable links or satellite paths. But there seems every possibility that by 2026 GBR will still be on the air and the twelve tall masts still a dominant feature of the landscape. But the Golden Jubilee gives us a chance to congratulate our colleagues in the radio station of the Post Office for 50 years of a job well done, and to express thanks, on behalf of all Royal Navy Communicators for all the help, service and assistance we have received during this time.



"IT'S NOT NEGATIVE TIES AGAIN TODAY IS IT?"

SUMMER CROSSWORD

by Ann Jewell



CLUES

Across

1. Bring to a cad's notice, and he'll just be scattering it. (12)
10. Start the year with a chat, keeping a vessel handy. (5)
11. The car may trouble 6 dn. but it will do as a post. (5, 4)
12. Smooth learner has acres — see the point? (10)
13. A few give up the ransom easily. (4)
14. What luck! Roam about this compound. (4, 4)
17. Do lice or bugs kick? (6)
19. Miss in blue and marriageable. (6)
20. Takes first and last from 12 ac. and lets go. (8)
22. Please take the bristle away. (4)
23. The churchman takes pride in the disclosure. (10).
25. The nursemaid may have a go at catching this animal. (5-4)
27. "But — in hours of insight will'd
Can be through hours of gloom fulfill'd."
(Matthew Arnold) (5)
28. Our drab siren couldn't break through this. (5, 7)

Down

2. Cure hard frills by alteration. (5)
3. Taste the mixture on the board and allow proof to be given. (10)

4. Left our calm for this marine skeleton. (8)
5. Sat about an affirmative reply, you say. (6)
6. This is evil. Let well alone. (3)
7. Don't look so glum or a bewitching spirit will appear. (9)
8. Sing corny rubbish about a damaged shin, and agree in time. (13)
9. Sells pens then sees no hope of rest. (13)
14. Put up a fence to bar a generous person. (10)
16. Vehicles wait here while the band casts a tune. (3, 6)
18. Being badly disturbed meant I'd go east. (8)
21. Are cordials suitable to celebrate with? (6)
24. Spring use in confused. (5)
26. Many ought to see someone. (3)

Solution - Page 33

QUOTATIONS

ADVICE

"Men give advice nothing so liberally as their advice".

Francis de La Rochefoucauld

"The only thing to do with good advice is to pass it on. It is never of any use to oneself".

Oscar Wilde

"Advice is like castor oil, easy enough to give but dreadful uneasy to take".

Josh Billings

"We give advice by the bucket, but take it by the grain".

William Rouseville Alger

FRIENDSHIP

"Friendship is always a sweet responsibility, never an opportunity".

Kahlil Gibran

"The best way to keep your friends is not to give them away".

Wilson Mizner

"The only way to have a friend is to be one"

Ralph Waldo Emerson

"Friendship without self-interest is one of the rare and beautiful things of life"

James Francis Byrnes

TRIFLES

"A small leak will sink a great ship"

Benjamin Franklin

"It is the little bits of things that fret and worry us; we can dodge an elephant, but we can't dodge a fly".

Josh Billings

"The creation of a thousand forests is in one acorn".

Ralph Waldo Emerson

SHORE NEWS

THE COMMANDO COMMUNICATOR

Many communicators are unaware of the existence of a small band of "sparkers", 10 in all, who provide a service requiring super physical fitness. These men have volunteered to become Forward Observers in the communication role, working with and attached to, the Royal Artillery. Their operating base and H.Q. is 95 Commando Forward Observation Unit situated at Hamworthy Poole in Dorset. Their prime task is to direct gun and missile firings from air, sea or land platforms on to selected targets from behind or close to, the enemy positions. This arduous task requires that they be of superior physical fitness and highly trained in commando warfare and parachute descents. It is also highly desirable that they have the ability to read morse (through interference) at 20 wpm.

Much time is spent away from home base participating in joint exercises. One RO is normally seconded to each Forward Observation Unit comprising of 1 R.A. Officer-in-Charge, 1 Bombardier and 2 Driver/Operators. Invariably the RO obtains an army driving licence to make up the 3rd Drive/Operator. Having been dropped by parachute in a designated area, the unit forms an Observation Post from which supporting bombardment operations can be conducted.

In the Naval Gunfire Support role, the Forward Observation Posts are used on firing ranges at home and abroad such as St. Albans Head, Cape Wrath, Cape Teleuda (Sardinia), Pulau Aur (Singapore) and Filfa (Malta). One RO is permanently stationed at 3 Commando Forward Observation Troop at St. Georges Barracks in Malta.

A Typical O.P.



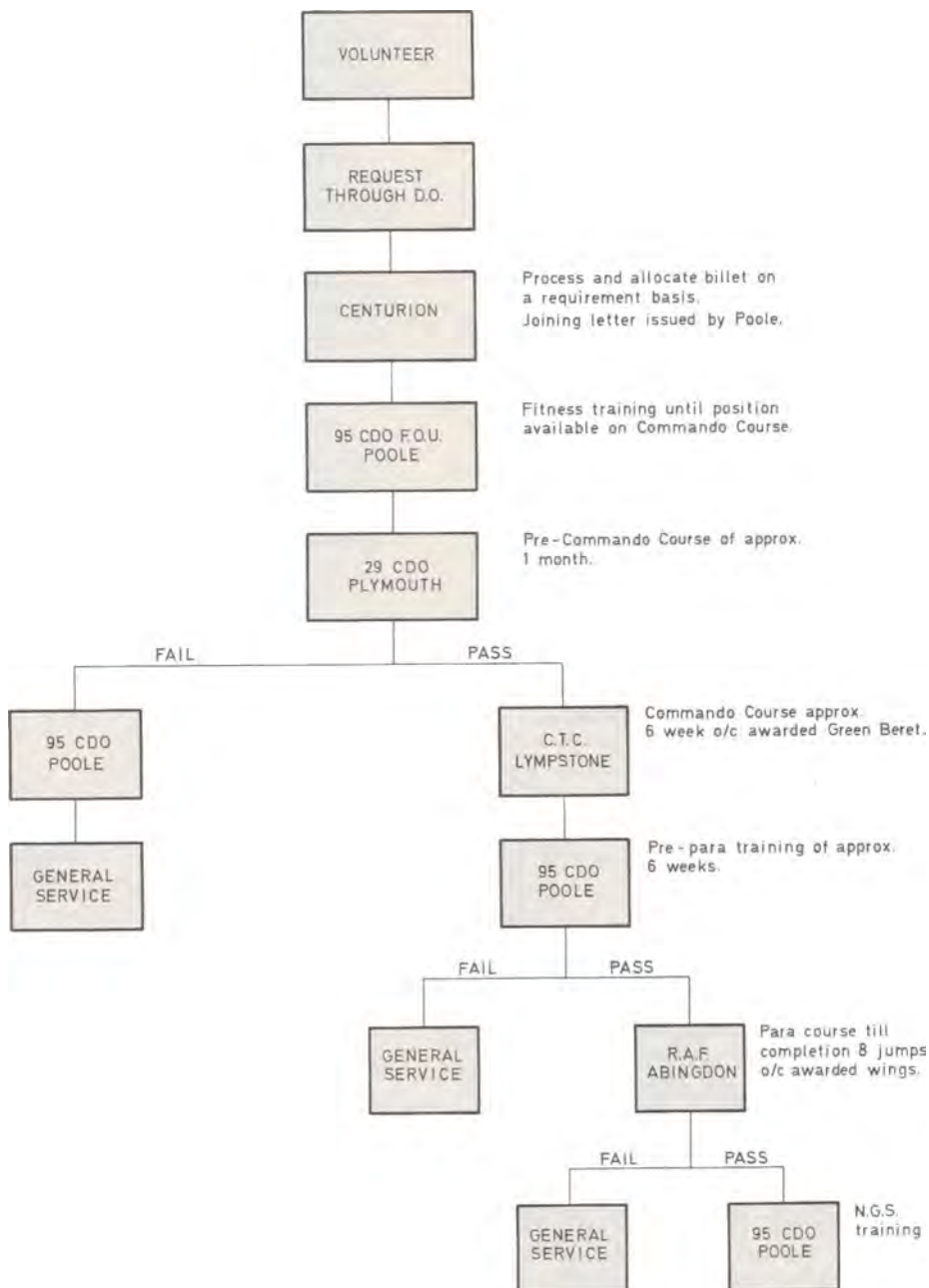
A Naval Dropout

The present naval contingent is led by CRS's Bryant and Atkinson whose prime function is to train personnel in RN voice and CW procedures, and to conduct short N.G.S. courses for nominated teams from HM Ships.

Although these naval communicators wear army uniforms and come under the Army Discipline Act, they are easily discernible in naval uniform by their green berets and para wings insignia. Advancement is the same as for General Service ratings regarding courses and roster adjustments, but with the disadvantage of being out of touch with fleet communications due to their particular environment.

There is no specific term to serve with the Army, but naturally sea drafts are few and far between. Parachute pay of 65p per day is awarded on completion of para training, re-qualifying after a period of 2 years of no jumps. Married Quarters, usually in the Poole area, may be allocated after successfully completing all courses.

For those wishing to volunteer for this adventurous contingent of the Communication Group, you may find the relevant details in RNCP 15, but for general interest here is a flow diagram of the various qualifying courses involved, bearing in mind that the initial basic requirement is physical fitness.



STC DEVONPORT SERVICING THE COMMUNICATOR

by CRS. K. Bagnall

Good Communicators, like good cars, require regular servicing if they are to serve their masters well. Consequently here at the Servicing and Test Centre (STC) we have produced maintenance schedules in the form of courses which are designed to put old bangers back on the road with a valid test certificate. Here, without going into detail, we briefly look at some of the components we cover.

The spark plugs obviously need some attention. The first priority is to clear out the carbon from around the electrodes and reset the gap for 18 words per minute. This is more difficult than it sounds and requires a good set of contact points to churn out a continuous intermittent spark for quite long periods. Technically, spark plugs are quite simple things and we have discovered that a short amount of our devotion will ensure they transmit at the right frequency.

The Distributor requires cleaning and testing. First strip it down and, using old flags, clean and refresh it thoroughly. Take care when reassembling, the ability to differentiate between coloured wires is essential and some time may be wisely spent refreshing ones memory. The Distributor output can be set at its correct level by using a timing light. We ensure that the results match those in the servicing manual.

Electric Washers are not so popular, but if you have any, servicing is quite straight forward. They normally play a passive role until bad weather, when their use is essential. Strip down and clean, but take care when refitting to the car as they only work off 12 volts. (Any foreign input should be detected by the blowing of a fuse). We therefore insist that careful analysis of the incoming volts is always made.

Wheels too, come under our scrutiny. Older ones tend to be a bit thin on top and require a retread. Our Engineers and Mechanics put such wheels through our Post Japloy Tyre (PJT) course, the result being grades 1 to 5 depending upon its finished quality.

SERVICING THE COMMUNICATOR.....



Finally, the Driver comes into our consideration. We often take time out to provide advice on the intricacies of the servicing manual; that the log book is signed correctly; and help him with the understanding of the highway code. Should your vehicle require servicing you may rest assured that we are Government approved.

Our General Manager who is in exile from the head office at Leydene has been perusing old trade publications and has discovered that our service station has in fact been in business even longer than the more modern complex in Hampshire. He is also having a 'clear out' of some of our Service diagrams which he reckons are even older

LEGEND/KEY to Servicing the Communicator:

Spark Plug	—	RO(G)
Distributor	—	RO(T)
Electric Washer	—	SEA(EW)
Carbon	—	dirt
Electrode	—	eardrum
Gap	—	inner ear
Contact points	—	morse autohead
Colour wires	—	flags and pennants
Timing light	—	10" signallantern
Servicing manual	—	RNCP 15
Bad weather	—	exercises/action stations
Fuse	—	whistle
Wheels	—	killicks and senior rates
Engineers	—	
Mechanics	—	instructors
Driver	—	SCO
Log Book	—	Task book
Highway code	—	FOTI's
Service diagram	—	syllabi

GIBRALTAR JOINT COMMEN

By FCRS Parkes

It would appear that the old Service custom whereby the senior communicators of visiting ships to stations abroad showed their pennants to serving Commcen, has along with many of our customs gone by the board. The next time that you are alongside in Gibraltar find the time to pay us a visit, we shall be pleased to see you and to give you the Cooks Tour. We are situated approximately 280 feet underneath the Casino and about half way along the tunnel between the dockyard and Sandy Bay.

There are 78 RN/WRNS communicators, 22 Greenies, 15 RAF and numerous civilians employed in the complex, the majority on a watchkeeping basis. The communications team is headed by the SCO/OIC Lt Cdr "Hurricane" Humphreys (if you see a blur and feel a waft of wind, that was him passing by). 3/0 Maggie

Chapman and the DOIC FCRS "Otto" Parkes. CCY Verney is in the process of turning over W.H.S.S. to CCY Bee and CCY Kerslake is bound from the *Galatea* being relieved by CCY Green, ex FOST Staff. A four watch 48 about system is worked and in the Summer months each watch has a 72 hours off once a month, this enabling them to take advantage of the weekend trips to North Africa.

If you should find yourself with a draft to *Rooke* be prepared to do a lot of adjusting, as the "Gibraltar under siege syndrome" takes some getting used to. Pusser runs a Gibraltar Leave Scheme which gives financial assistance to enable everyone to take time off from the Rock. Also at the Commcen we take advantage of the CRLs we operate with the Army and RAF by exchanging liaison teams, not only is this very good from the professional point of view but it also offers a break away from the Rock. Accommodation for the married man is as ever at a premium up town and expensive, while the average wait for a MQ is five to six months, or for an interim period you can be Popeye the Sailor man and live in a Pusser's caravan.

For the Wren ROs the social scene can be very fine, outnumbered as they are. The marriage stakes occasionally take their toll of the staff and the latest union to take place will be that of RO1(T) Johnson to L/Wren Wright, our best wishes to them both.

Finally, if you do get to Gibraltar, beware of Nelsons Blood, some enterprising ex-Chief imported the last 2,000 gallons that was left in the UK to the Rock and the genuine article is now on sale in most bars.

NORTHWOOD PAST AND PRESENT

by RS R.L. Cross

The Nato Operations Centre Northwood (HMS *Warrior*) is situated approximately 450 feet above sea level and overlooks the London Basin Basin to the South East.

2,000 years ago the Romans who settled to the East of Stanmore and St. Albans hunted here and it is reputed that Queen Bodicea died at Stanmore, some 7 miles away, after setting fire to Roman Londinium. Throughout Saxon times Northwood remained a frontier area between the Kingdoms of the East and Middle Saxons.

In 1850 only 200 people inhabited Northwood. Their occupations were predominately rural including a tollkeeper and even a shepherd. Today, however, here in the rolling Middlesex countryside the seventh HMS *Warrior* with it's staff of 900 British and NATO servicemen control a maritime firepower undreamt of by our naval forefathers.

you get changed" ... "Yes RS" (very obedient where time off is concerned).

Armed with International Driving Permits, UK licences and anything else that looked remotely official, off we went. Two hours later, having walked/hitched around the largest naval base in the world and associated NAS, still no free issue of transport. We were referred to various offices and finally ended up at an organisation called 'Special Services', a military organisation for supplying what the normal PX didn't. They could supply us a set of camping equipment and normally they could loan us transport at favourable rates but they didn't have a pickup truck available at the time. However, they did have a bus we could hire if we so desired. (The RS did ... the driving licence supplier didn't). It was of the 'Greyhound' type ... all smoked glass and aluminium ... very expensive it looked ... "But Pots, I'm not licenced to drive that thing" (hoarsley whispered the LRO) ... "Bagsy, don't worry" (in the tone that immediately makes you more worried), from the RS.

Fortunately the bus turns out to be too expensive, heart slows to 15 bpm again! So it was off on the long quest for transport again without which camping would not be feasible. We finally gave up the idea of free transport and turned to the Naval Exchange in order to hire a car or pickup. Off we went to the NAS and finally ended up in the Shopping Mall where we found the car hire shop. Arranging to hire a pickup truck we went back to the ship to raise 125 dollar deposit required for the first week. By the time we arrived back at the ship we had been walking for most of the morning in blazing sun and with little hope of getting the camping expedition off the ground.

A quick whip round in the department and it was back to the PX to pick up the pickup (no pun intended). Feet by this time were like uncooked hamburgers! However we had our transport. Then it was off to get the camping equipment. That is after we had sorted out how to drive the thing ... "Hey! isn't it big, Bagsy" ... "Yeah" (nervously thinking of signature back in the rental office). "Hey! Its only done 950 miles, it's almost new Bagsy" ... "Yeah, I wonder how much they cost?" (thinking again of signature back in the office).

"Don't worry, Bagsy, we'll help you pay for it, if you bend it" (in a reassuring tone that didn't). Needless to say the 'full cover' comprehensive insurance was underwritten.

So with transport in our possession it was off to the Special Services again to pick up the camping equipment and advice on a suitable campsite, and then, back once more to the ship

with all the gear to pick up the 'volunteer' hands to help rig the campsite. (Campsite; here is an indefinite noun, as at this stage we still hadn't a clue where we were going).

Nevertheless, at 1600, after a day of organising the equipment, off we set in our search for 'Shangri-la'. First stop was a garage to pick up a map and some info on campsites ... "Have you got a map pse?" ... "You haven't ... well can you tell us where we can find a campsite?" ... "The Seashore State Park" ... "How do we get there" ... "Righto then, so it's across the road on to Interstate 564, then on to Interstate 64, then right off onto the Expressway, on down to the beach second left on to the State Highway 60 and past Fort Storey and we can't get lost" (Who can't) ... "But RS I'm sure I wasn't allowed to do a U turn there ... Oh well we'll plead English tourists! ... "RS we're lost again, lets ask someone the way" ... "What do you mean we just did? ... well we've got lost again!"

At 1800 we are still lost but decide to stop and buy some food and various essentials like knives, plates and can openers etc. Its now getting late and we still haven't got a tent up. Finally we reach Virginia Beach and some of the many instructions and directions we had received started to make sense. Off we went on the last leg of the journey and apart from a small hiccup on the drivers part when he decided to drive into Fort Storey we found the campsite without further ado.

We pulled into the campsite carpark shortly before dark and went to book in. The campsite was obviously well organised as the booking office was run by a computer. However, the dolly working it was real enough. So we were booked in for a week, eight people, four tents (actually there were never less than 16 at the campsite at any one time but no-one ever said anything).

It was time to off-load the gear and food and trek off back to the ship to pick up anybody from the afternoon watch who wanted to go native, plus the blankets that had been overlooked and most important fuel for the stove and lights. This meant leaving the rest of the hands plus the RS to erect the tents in the dark and also prepare a meal without fuel. As always in these circumstances there are good Samaritans and ours were called Gino and Tooter. These two Americans had moved into the site to live whilst working on a building contract and were initially attracted by the enepitude of what they thought were a bunch of Scouts out on jamboree. They supplied fuel for the lamps and the stove and so by the time the truck arrived back everyone was in good spirits (except the driver who had spent another 2 hours lost on the way back). The two

Professionally we've had a very varied and interesting (?) time. During the last six months we've tackled everything from Underwater RATT to RATT joining procedures with Nimrods and MRL's to HF silence! Even visual comms have at times been in the foreground ("Yeoman, someone is waving his arms at me"!). The EW team, when awake, have achieved some very good results and are well thought of by the powers that be.

That just about brings me all up to date on "sixty niners" movements and complement. Also the deck where I'm sitting is just about to be painted so I've got to move or become a little green man.

"We" consists of the SCO Lt. David Sandifer, RS Paddy Gavin, CY Mal Jones and RS(W)'s Tansy (extended Lwe) Lee and Alan Mercer. The work being done by the lads 'G's LRO Dave (100 days to Gib) Lett, and Phil (animal) Thorpe, RO's Pete (Wafu) Hemingway, Steve (storms) Dyke, Dave (I'm getting engaged) Hartwell, Stu Finegan, Alfie Bass and Kathy Kirby. T's consist of LRO Tim Cranham RO's Tansy (Kojak) Lee, Pat Twigg, Eddie (super stud) Mahoney, Dave (whose for squash?) Wharmby and Paddy (I'm not stupid) Skull. The W's are LRO Colin (do me a sub) Griffiths, RO's/AB's Dad (drip drip) Randall, Pete (Pierre) Cook, Taff (clubs) Powell, Chris (The Vulture) Harvey and Tony (Tiger) Moth.

By the time you read this we will have lost Pete Hemingway and Taff Powell and gained RO1 Glass and JRO Hall. We'd like to take this opportunity to wish all the communicators – including Lt. Bob Williams – who have left us in '76 the very best of luck in their new jobs.

HMS DANAE
by PO(EW) P.M. Davies

We left you in the Spring edition at San Juan. Now, having left the SNF, and once more an independent ship, I'd like to look back and relate our last few weeks with the squadron.

On sailing from Puerto Rico we had four days at sea in transit to Fort Lauderdale where we spent a quiet week-end enjoying the sun before sailing for exercise "Safe Pass 76". This took up ten days of our time enroute to Halifax N.S. It was not a very active exercise, as bad weather prevented aircraft from taking off, but HMCS *Skeena* kept up her reputation by giving Blue Forces lots of aggro.

After a long stay at sea we entered Halifax N.S. for a three week A.m.p. and, just for a change from the tropics, we were greeted with snow. Halifax was a pleasant break for the

Comms/EW department, as it gave us a chance to break out of two watches, which had been with us since joining the Squadron. Halifax was enjoyed by one and all, congratulations to RO1(G) Gary Lee who got married to a very beautiful American girl, all the departments' best wishes go with them.

But all good things to an end and after a snowy last week-end sailed on our final leg home, three weeks at sea, work-up..... to welcome HMCS *Assiniboine* as HMCS *Athabaskan* gets her relief on time! and an exercise that took us into the Med. Exercise 'Open Gate', our last thrash with the Squadron, took us to Lisbon for a three day visit before setting off for Portland to clear customs and most important of all, to R/V with HMS *Norfolk*, only three weeks late, and at 1100A on the 11th May we left the SNF with a sail past which, amongst other things, ended with our main broadcast playing the record "Good Byeeeee".

Our ETA at Devonport was 1600 12th May and with families out by tender to meet us with smiling faces, the *Danae* once again returns home.

Our future programme is uncertain, as our refit has been put back twelve months, but we are doing "Warship", so watch out for the Mighty Warship *Danae* on the telly and remember we're stars next time you pass us.

We are now part of the 7th Frigate Squadron again, but not knowing our programme I'm lost for further words. Before I wrap this up I'd like to welcome Lt. Smith as SCO, he joined at Lisbon to take over the department from Lt. Rogers who left us while we visited Halifax, also good luck to LRO(W) Mick Waister who is leaving us to go "S", we all hope he makes it and good luck to the lads going on draft over the next few weeks.

HMS GLAMORGAN

"Home again then?" "Yeh". "Where have you been"? "Round the world." "Any good?" "Alright." "I'll have that pint you owe me then." How many times has that been said since April when *Glamorgan* and others in TG317.3 returned to UK? It finishes off any talk about the trip of a lifetime before you can sink a half! But what can we say? That *Glamorgan* carried FOF2 and his staff for most of the nine month deployment, called at Gib, Malta, Port Said then going through Suez came home via India, Singapore, Malaysia, Indonesia, Australia, Tasmania, New Zealand, Tonga, Apia, Hawaii, California, Panama and Venezuela. You may have seen it all on the TV but unless you have been there the names don't

Northwood has an unavoidably intricate administrative control organisation. The Base is the British National Headquarters of the Commander-In-Chief Fleet, Admiral Sir John Treacher. The Admiral also wears two NATO hats, firstly as allied Commander-In-Chief Channel CINCHAN (a major NATO appointment) and secondly as Commander-In-Chief Eastern Atlantic CINCEASTLANT (a major subordinate post). On the RAF side Northwood is the headquarters of No.18 (Maritime) Group of Strike Command. Like the Navy, Air Officer commanding No.18 (M) Group, Air Marshal R.W.G. Freer also wears two NATO hats namely COMAIRCHAN and COMAIREASTLANT and in times of tension involving NATO he would have the operational control of the Maritime Air Forces assigned to CINCHAN/CINCEASTLANT.

The National/Nato Commcen which serves the above commands is an ideal draft for Communicators male or female who live in or have ties in the London area. Twenty minutes by tube will take you to Central London and for the Wrens, Watford with it's massive shopping centre is easily accessible. the Commcen situated on the ground floor of the Nato Operations Centre is at the moment undergoing important changes to become computerised with the introduction of OPCON (Operation Control) during 1976. Northwood will then have the Commcen of the future with all it's modern day technology.

In 1860 the world gasped as HMS *Warrior* the first iron clad warship was launched (6,031 tons), men marvelled at her sheer size and complexity. 116 years later Admiral Sir John Treacher's concrete flagship in the Middlesex hills leaves a no less profound impression.

FORT SOUTHWICK and COMMCCEN PORTSMOUTH

by RS Murchie

Fort Southwick is one of a series of artillery forts built around Portsmouth in the 1860s in the fear that France, under the leadership of Napoleon III, would attempt to avenge the defeat at Waterloo. France's numerical supremacy in the newly developed iron-clad warship raised this fear to almost panic proportions, further heightened by the development of a gun which doubled the range of heavy artillery from 4,000 to 8,000 yards. Portsdown Hill, 7,000 yards from the Portsmouth Naval Dockyard, was an obvious weakness in our defences to an attack from the north; so work on the Portsdown forts began in 1860 and was completed by 1868.

The forts are polygonal in plan, surrounded by a moat on all except the southern face. The open space in the interior of the forts formed the parade ground, and it is upon this once hallowed ground at Fort Southwick (monument Hampshire 500) that Commcen Portsmouth stands; a single storey building constructed so as not to detract from the appearance of the Fort.

The low profile presented by the Commcen



"WE MUST STOP MEETING LIKE THIS"



samaritans were to turn out to be very good friends for the duration of the stay joining the communicators every evening for a 'partying' session.

And so the camping routine became settled ... bring the watchkeepers down at 0830 take them back at 0700 in time to be onboard for 0745 at the end of their watchkeepers leave. In all it meant about 100 miles a day for the pickup but sometimes more, due to the various drivers all having their own particular route for getting there and back.

The only shock we had was when, renewing the hire for a second week, we found out that the truck was on a daily plus mileage rate. This meant we had to find another couple of hundred dollars or so to cover the extra charge in mileage which we had not allowed for. In the end the whole cost for the fortnight worked out in the region of 45 dollars for the regulars, and of course less for the occasional visitor.

An international aura prevailed, with curious visits from American, Canadian, British, French and Dutch guests, all out of a natural desire to see the rare matelot bird in full cry.

In conclusion, the whole thing turned out a success, we bought with us a lot of memories of the Norfolk trip ... the visits from the various people staying at the site, all of whom were initially attracted by our Ensign flying (proudly?) between two trees, and of the free booze they all got lashed up to. Of the Chief leading the campfire Sods Opera and also doing his thing with the barbeque ... of the 'Smokeys' (Park Rangers) who in the end, gave up trying to get us to go to bed early ... mainly though of the Communications Department undying devotion in keeping various American Breweries in business.

So, if you like sleeping rough, having sand with everything on a beachside campsite then it's for you (but don't tell anyone we sent you), and do remember the lessons learnt; organise well in advance, be polite to all American policemen and people resembling any uniformed organisation, with the possible exception of 'Smokey' who seemed to revel in kindhearted abuse.

It must be good we're doing it again in June. See Y'all.



conjure up the atmosphere of places like Port Said with its missiles and minefields, the filth and poverty of Bombay, the contrast of old and new in Singapore and the culinary delights of Sembawang. Nor the steaks and beer with everything hospitality of Australia; sheep and more sheep in New Zealand; the simple but happy life in Tonga and Apia; commercial and expensive Hawaii; the easy going nightlife of San Diego and the amazing playground of Disneyland. Desert, jungle, mountains, lakes, oceans, runs ashore that you cannot even remember the next morning let alone months later. Everyone will have their own memories of people they have met and places they have been, you cannot reproduce the feeling of a different country with a heap of slightly out of focus photos. Some will talk of the bars they were thrown out of, others of the friendly welcome and generous hospitality they received almost everywhere and of sights beyond the nearest bar, but I haven't found one yet who did not enjoy himself.

It wasn't all play though. With Mauritius and Singapore closing down behind us it felt a little lonely at times. And have you ever thought you were 300 numbers down on broadcast (yes, we had no Satcoms), taken guard for 10 ships just before a big exercise or spent frustrating days trying to establish an MRL when not in direct contact?

Have you been the only 'bunting' on the bridge when the OOW is screaming that you are

being flashed, someones calling on TAC UHF and there is an Immediate in the bucket that is stuck half way? And what about that little mistake with the distribution on the very signal that everyone but you is waiting for? Not to mention the thousands of messages that you have sweated over that seem to go straight through the shredder, if it's working. And what about the passages, bathroom, flagdeck and haircuts? No, it's not all been play.

Still it's all part of life's rich pattern, they say. We have seen the world, or a good bit of it. We imported a lot of rabbits (no rabies though), the boys come back men and the men came back wiser. Hopefully we have spread a slightly better impression of the British than the newspapers tend to give and perhaps here and there a little happiness or two. Which reminds me, did I tell you about this bird I met in Sydney? She had the biggest er, yes, I'll have a pint thanks.

When the Geddes Axe hit the RN in 1920, quite a lot of the W/T ratings had to hit the beach. The BBC was just beginning to raise its head, and the only people who knew anything about Wireless in those far off days were the ex-W/T ratings of the RN. By 1921 50% of the BBC Staff were ex-RN. This came about by the formation of the RN Telegraphists (1918) Association — all W/T personal who were in the RN prior to 11th November 1918. They informed one another and no one was out of work, even the Chief Engineer was a ex-PO Tel., our Secretary for many years. Our numbers are fading rapidly, but there must be many hundreds, maybe thousands, who were Telegraphists in the RN. If any of your readers would like to keep the name "Telegraphist Assoc", and take over from us, I am quite willing to help to put them on their feet. The TAG's have an Assoc. but like us, they have no more recruits, so why not amalgamate.

Here's hoping.

RFA 'SIR GERAINT' by Radio Officer Weaver

"It's about time some of you fat lazy lot lost a bit of weight" said Captain Bailey "From today and until Panama we're going on a diet". Cor — never have I seen so many long faces at the meal table, or so much grapefruit consumed. Fact is we ran out of them about 2 days after passing Plymouth ("Hullo MTI — Thank heavens for you me old ex mates — one station at least that can still receive and send a nice drop of morse")

The object of this expedition is to take plenty iron war wagons to the white-eye soldiers of white squaw Queen in the lands of the North. This grey war canoe (Wampum) is heading for

exists in its construction only, in communication matters the function of Commcen Portsmouth is anything but low; it plays a major role in the Defence Communication and Naval Home Command Telegraph Networks. Commissioned in September 1974 it replaced the RN Commcen which had existed in the tunnels below the fort since pre World War II days. Working conditions in the Commcen are excellent, newcomers are greeted by a light, air conditioned and spacious environment.

It is in fact a work place only, there is no accommodation in Fort Southwick, and those who elect to 'live in' do so at HMS Nelson. Junior ratings drafted to Commcen Portsmouth do not generally stay much longer than 6 months before the 'call of the sea' proves too strong for them. Senior rates seem able to resist this call and manage to stay for the normal 2 years or so. The staff is a mixture of RN and civilian personnel in both the operator and technical fields, and the organisation is predominantly a watchkeeping role. The system worked is a normal 4 watch, 48 about watchkeeping routine, and a typical watch consists of 1 RS, 1 POWREN RS, 2 LRO, 2 RO/WRO, 3 Civilian operators and 3 technical staff.

The central feature of the Commcen is the TARE which comprises of two automatic data exchange computers (ADX6400) in a dual configuration. The ADX6400 is a successful commercial computer, purchased by MOD from Standard Telephones and Cables Ltd. Only one computer suite (or half system) is needed to meet the operational requirement, the second is fitted to provide a high degree of system reliability. The Mean Time Between Failures for the whole system is expected to be around 10 years. The system has a disc type storage with a total capacity of about 5400 messages, and a cross office working speed of 2400 bauds. The TARE console is controlled by the POWREN RS and one operator, and although there are twelve people in each watch, these are the only two required to operationally control the TARE system.

Visits by ships communication staffs are always welcome. If you would like to come and look around, write first and we will arrange it.



WE HAVE OUR TRADITIONS TOO!

We at Gieves and Hawkes may enjoy a sense of history because we dressed the Iron Duke and Nelson, invented the Shako, the cavalry head-dress, were first to make the Solar Topee and have been tailoring uniforms for over two-hundred years, but we're certainly not hidebound!

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HMS AURORA

RO1(G) Horrell

As we have been in Chatham for a major refit for 3½ years, this is the first article for some time from the 'Mighty A'. All ships have their ups and downs after a refit but ours is definitely a down period at the moment. Since last February we have lost two RO1(T), one to the Aussie Navy, and only recently one of our RO1(G) was admitted to RNH Stonehouse with suspected cartilage trouble. This was later confirmed by a signal suggesting that he be P7R for four months and a recommended draft to the Pompey areas. Seeing as he lives in Cosham he has dipped in. (No names mentioned RO1(G) Mick Thorpe).

After asking *Mercury* for a few spare bodies for a loan draft to this wonderful ship(!) until something permanent could be arranged, they said that the OXP were fully committed and nobody could be spared which the majority of us found hard to believe!

We have had six new hands join us fresh from *Mercury* and so far they have had many chances to put that training into practice. They have even had the pleasure of a one in two watchkeeping system already when we were called to Faslane one bright and sunny day while steaming in the English Channel. Of course, Faslane being in Scotland, the word on everybody's lips was Iceland but it so turned out that we had to finish a 'COCQEX' with the submarines from Faslane while the original ships went to Iceland. Utter relief all round! This was an ideal situation to test our sonars but they were all inoperative by the time we finished.

We are meant to be a Guzz based ship but so far we have only done two weekends and the main Easter Leave period alongside there. The rest of our time has been spent in Pompey and Chatham, which is not very funny for the Guzz natives who make up the main body of the ship.

Our SCO is Lt. Raikes, who is the son of FOSM, (so we all wave to *Dolphin* when entering Pompey harbour) and everybody gets on well with him. But I suppose that the big wheels of the department are RS 'Mac' McClarity and CY Ken (polish the brightwork) Rice. Mac has just done three years at Portland which will probably mean getting a hard time during work up in September and October unless his bar bill trebles by three times the normal amount!

The two 'baby bunts', RO2 Taffy Aldred and RO1 Larry (shut-that-door) Grayson, seem to have settled in very well with the Command but we had to give Taff some instruction on how to make out a jobcard. He recently submitted one to the Greenies to repair, Quote "the iron plug

holders as they have no currency going through them" Unquote. You can probably imagine the Chief Elecs words when he saw it!

Our Comms. store must be one of the best in the Fleet at the moment. It is run by RO1(T) Buster (two-badges) Brown who can supply us with almost anything from a paper clip to an industrial sewing machine, which is bigger than the lathe in the stokers workshop. To tell you the truth, he has got some things which naval stores have been ordering for months.

We are one of the lucky ships to be fitted with SCOT and so far we have only had one major defect when one of the transmitters blew up and we had to revert to the ever faithful Local Ship Shore. We are all hoping that it will be fully operational before Portland.

After reading the BZ that The Communicator gave to the *Zulu* in the Spring edition we have started taking orders for the Summer edition already and so far have managed to take an order for 30 copies. When we told the other departments that we would be entering an article, we even got orders from some of the Greenies and Stokers. Beat that one then.

The rest of the staff comprise of:—

LRO(G) Tiny (soon to be Deeps) Little, LRO(G) Al (baby face) Davies, RO1(G) Pat Whitelaw — ex-FO Medway Staff, RO1(G) 'Father' Bisgrove, RO2(G) Dave (soon to be Deeps also) Ellis, RO2(G) Jan Marks, RO2(G) Windy (I'm hungry) Gale, LRO(T) Dave (It's in the book) Mayne, and finally me, ex-Exped king from *Mercury*.

One last word, we are entering Chatham yet again for an AMP!!!*??

P.S. We will write and let you know if we ever make Guzz again.

By Editor:— And BZ to you too. Sorry that BX is beyond my powers.

HMS BACCHANTE

by D.L.

After many drips from the Editor here at last is an article from the work-horse of the Fleet. Our excuse for not submitting one before is "pressure of work".

To bring the readers up to date on *Bacchante's* movements — although the readers of MRL1 will already know — we sailed from Rosyth in January and went North to the Cod War. Two separate short patrols were made, interlaced with a JMC. Next came visits to Faslane and to Sunderland. The former very short

Vancouver, thence on a second task to the Island of Pitcairn with a crowd of bootnecks plus one matelot and their LCVF's to "do things" like building jetties and breakwaters and roads for said Islanders.

(Hey – that's a thought, by the time this is printed the bronzie-ing and the smell of the sun tan oil, and whatever that much is the Doc dishes out to soothe the raging fires on one's back will be but a memory and we'll all be back in the land of "Today the pound fell another 2 points").

This is a morse ship. (ever heard of one?) Anyway – we tried to get the required "things" to copy Vancouver C13E, but were told by Northwood "This service isn't provided for single RFA's". That's all you know guv'nor – I've done this trip before and so have 2 other LSL's and we copied SOP's C13E, and very chuffed the Canucks were over it too. Saved them a lot of work. It's all there with glowing comments on the files. You see we keep records.

"There he goes again – criticising", I hear. Well it gets results I must say. So back to the Morse bit. Luckily we RFA bods have to send and read at the old time standard, so it's no hardship. So any "sparkers" who're coming outside and want a job doing the "real" thing, get your MPT(GEN), (new name for the old PMG) and come on over. Of course being a good TP Op helps too, as the other ships (not LSL's) have those chatterboxes as well. (From the Maintainers "Cheers for the SETP).

But be prepared for frustrations – having to send dead slow before the shore end can even read his own call sign – this applies mainly to the Ship–Shore side not the LCM/CCN's around UK which are all very good Guzz, Portland, and Chats for instance. (Why don't we get rid of ACP100? No-one understands an address consisting of address groups any more)

Also where are half the shore stations in the Naval Commonwealth Ship–Shore set up? There's ZSJ pounding away on all answering freqs, inviting CQ to send him AMVERS. Gib who used to be a boon, not answering anyone regardless of the para re CW in RNCP 14. Malta again – no answer. Since they both got their one WPM FAB that's all they are after – a splutter from a TP. To use a not so modern idiom – it's not Fab at all. Only CFH, CKN and ZLB bother to answer (when they feel like it). NOTE to printers of RNCP3 Vancouver is CKN not GKN unless it's moved. But then anything can happen – ever since BST came in this year MOD on B11A's has had DTC's suffixed Bravo which worried us a bit that UK mightn't be where we left it. But, who knows, nothing is the same anymore – like who designed the small sized

Classified paper? What with all the security warning rubbish printed on it and trying to line it up in the Banda or Fordigraph, and any signal more than 4 lines long getting printed scew-wiff, and the Unclass "miniatures" with the holes punched the other way (where went my "tidy" Captain's morning log?), you end up wasting more paper than the economy drive intended. Suppose next we will get yet another new size log. Poor old "Chippy" has gone mad re-designing book shelves for us. All nice sized RNCP's at one time – Now RNCP1, Two FLCO's, Jsp202 and the RNCP (with now't in it) 3, (forgive my bitter laugh) RNCP1 should be classified as a BR surely ... because that's all it tells you "Where else to look". I'm very glad I left a typed Info sheet aboard here from my last "Comish". Anyone doing a deep sea trip want a copy? I'll roll one off (On long paper).

"Oh he's acid this bloke" must be all the citrus fruit. Still I'm on steak and chips tonight and to hell with grapefruit.

So, see yuh fellas, and please not "ROGER AND QSL" and when I'm sending groups, it's IMI 25 (or whatever) Not INT GR25 or IMI WA ABCDE, as some have done Try reading through a long grouper to see which is the word after the fool has asked for. Gets ver down.....



"I'M ANOTHER TRAINEE SPARKER!"

FLEET NEWS

H.M.S. ARK ROYAL CAMPING AMERICAN STYLE by LRO Baker

“What about running a continuous campsite with the offwatch watchkeepers relieving on the site?”

Thus started an idea that was to lead to the setting up of a campsite some 20 miles from the ship and involve problems in transport, food, fuel and above all, the constant flow of cash.

In the beginning it all seemed so simple. The ship had to go to Norfolk, Virginia for an unscheduled stopover of up to 3 weeks to repair the ailing catapults. As we had just completed a 3 week visit to Mayport and had only been at sea for a week the news of the extra harbour time was greeted with apprehension by most, as we were, by then, short of the ‘ready’. (This being

due mainly to the falling value of the pound and the rising attraction of Budweiser).

RS ‘Chad’ Ellis was the man who thought of the campsite idea and LRO ‘Bagsy’ Baker was dragged in as a willing (??) assistant. Knowing what we know now I wonder if we would have gone through with it. However, at sea, a few days before arriving in Norfolk it seemed the cheapest and least painful way of spending the time. A price was decided upon (by sticking a pin in a calendar, it seemed later), some 15 dollars each to include transport, equipment and food for a week. We were now ready to organise once we were in harbour.

The first day in Norfolk duly arrived, blistering hot, and the writer had nothing more technical on his mind than supervising the burning of the classified waste ashore ... when suddenly ... “Bagsy!” ... “Yes RS” ... “Get your rig on, bring your driving licence and lets go and get some transport jacked up” ... “Yes RS but won’t the Chief mind?” ... “I’ll ring the Chief,



The Campers

and the latter longer and far more enjoyable.

After this again we went North, this time for three weeks. With very rough weather and lots of work, life was not so enjoyable. We then went for a much needed twelve day AMP in Chatham which, contrary to popular belief, is our Base Port. Surprise, Surprise we left there for the Cod War *again!!* Another three weeks of it.

Then came an SMP in Portsmouth which gave us all a break. Now at last we are in the sun enjoying a month of the delights of Main Street and Catalan Bay. We find the climate here a lot more agreeable than at sixty six degrees North.

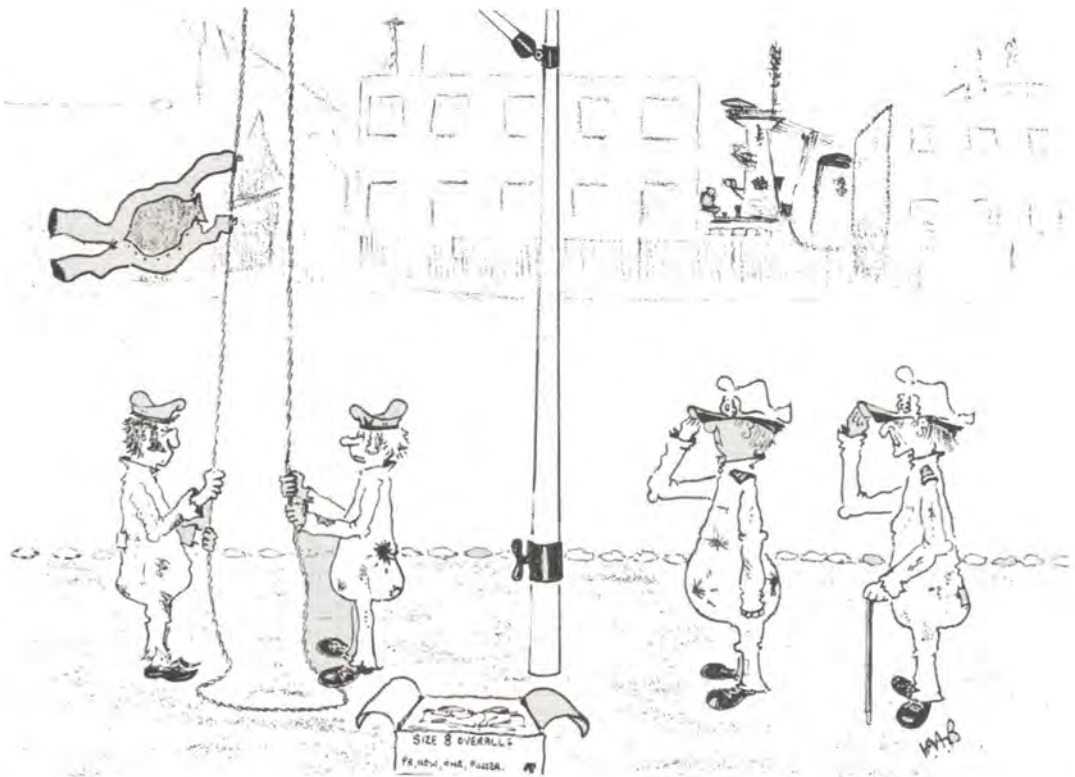
Since arriving here we have had trips to Tangiers, Rock races — Clubs Powell gave the Department second place — football, swimming, sun bathing and of course F1's inspection!! Next comes Portsmouth and a trip to the U.S.A. which we are all looking forward to.

"We" consists of the SCO Lt David Sandifer, RS Paddy Gavin, Cy Mal Jones and Rs(W)'s Tansy (extended Lwe) Lee and Alan Mercer. The work being done by the lads 'G's Lro Dave (100 days to Gib) Lett, and Phil (Animal) Thorpe, Ro's Pete (Wafu) Hemingway,

Steve (Storms) Dyke, Dave (I'm getting engaged) Hartwell, Stu Finegan, Alfie Bass and Kathy Kirkby. T's consist of Lro Tim Cranham Ro's Tansy (Kojak) Lee, Pat Twigg, Eddie (Super Stud) Mahoney, Dave (Whose for squash?) Wharmby and Paddy (I'm not stupid) Skull. The W's are Lro Colin (Do me a sub) Griffiths, Ro's/Ab's Dad (Drip drip) Randall, Pete (Pierre) Cook, Taff (Clubs) Powell, Chris (The vulture) Harvey and Tony (Tiger) Moth.

By the time you read this we will have lost Pete Hemingway and Taff Powell and gained Ro1 Glass and Jro Hall. We'd like to take this opportunity to wish all the communicators — including Lt Bob Williams — who have left us in '76 the very best of luck in their new jobs.

Marriage has featured prominently for us with both Pete Cook and Taff Powell taking the plunge in March. I may add, both to communicators — one past one present. Engagements also feature well with Dave Hartwell managing three times (all fell through) and Tansy (Kojak) Lee once and lasting, we hope. Our other Tansy gave the world a boy — number two — in April for which we congratulate him.



Seen on Daily Orders: **DRESS SHIP** Ships and Establishments are to draw overalls from Colours to Sunset

PS. Why didn't someone tell us CFH C13L's had changed all his frequencies? Had to find that out from Weekly Corr No 12 to ALRS didn't we? After we picked up the mail at Panama, which was a bit late if we'd needed it. But we held B11A on 12 MHZ (or is it MCS again now?) right down to Panama. Incidentally as this is a good freq for B11A's for that area, it's a bit awkward having CKN C13E on the same freq even when you apply offset.

And, is it true that the bloke that designed the certain key list with that tacky glued edge has been awarded the Congressional Medal of Honour (by the Kremlin) for causing mor NATO cryptographers to climb up the bulkhead after struggling to separate a single daily page?

PPS. The ship's RQMS says "Don't forget there are a load of Squaddies aboard" OK, so we've got Pongoes aboard. Nuff Sed.

HMS YARNTON by LRO Henwood

It is not often a Patrol Craft or Minesweeper writes an article in the Communicator, so myself LRO Henwood (Jerry) and my compatriote RO 1 Weaver (Nige or Weaves to his friends – I call him Nige) have, in our infinite wisdom, comprised a

brief look at life in the Hong Kong Squadron.

After finishing a three week deployment to the Phillipines and Borneo with HMS *Beachampton* in company, we in *Yarnton* despite the fact that our trip was like a Portland Work-Up, are having to settle in to the seemingly increasing border patrols.

As you may or may not know there is now a great lack of RO's serving in Hong Kong, due to the closure of the RN Commcen back in December and the departure of our Mother Duck (HMS *Chichester*) which left as part of the latest defence cuts. HMS *Wasperton* has now taken over as Senior Patrol Craft, relieving HMS *Beachampton* who previously held this post. There are only 2 Patrol Craft actually running at the moment, the remainder being out of routine. This means more than the usual amount of patrols and less time spent at home with wives and families or drowning ones sorrows in the China Fleet Club depending on your fancy at the time.

Social life in Hong Kong has died down a fair deal owing to the lack of naval personnel, but regardless of this, the Colony has a lot to offer as far as entertainment goes, and if you have the money and the knowledge of places to spend your afternoons, evenings, and late mornings, then you can still have a really good time. Its



" HERE COMES THE PADRE..."



"YOU EVER 'EARD OF CORPORAL DUNISHMENT LAD?"

worth a quick draft chit anyway.

And what about our WORK-UP (DEPLOYMENT)? When not doing OOW Manourvers or RAS'S, we had some (but not much) time to relax on the sundeck and occasionally competitions were organised between ourselves and *Beachampton*. The highlight of these, was the Kite Flying competition, which proved to be a good start in our quest to put Britain on top of the aviation markets once again. Imagine it, Concorde made out of bunting! A great deal of enthusiasm was shown in this little caper and although only five of our toy wonders (ours included-boast, boast) stayed airborne for more than two minutes, an afternoons entertainment was thoroughly enjoyed by both lots of kids.

As we drew further south towards Borneo, fears grew that we might lose communications with MCO *Tamar*. We were the first PC'S to deploy from Hong Kong using A3J as our sole means of transmission and reception. Of course there were other stations we could have depended upon eg. Darwin, Canberra and KD Malays on CW but a switch like that would have meant

setting watch on the Australian Bcast A13B and working ship-shore with one of the above stations when we could break through. Too much like hard work! As propagation would have it our short period of panic was unfounded and, bar a "sked" here or there, our link with Honky Fid remained more or less fivers throughout the rest of the Work UP.

We berthed alongside at Brunei (Borneo) one hot and humid morning with the sounds of the Gurkha Band ringing in our ears. Brunei is a strict Moslem state and, believe it or not, there was only one bar to be found in the whole of the State! Luckily the Royal Brunei Yacht Club invited both ships companys to use their facilities i.e. BAR. That made two places where a matelot could quench his thirst. Nige and myself thought that a paper burning expedition would be in order, so with our one sack of classified waste we proceeded into the depths of the jungle, and finally ended up at the Army Commcen at Muara. To our surprise, the two khaki clad figures who greeted us were CRS(G) Joe Martin, and a certain CY Ben Hales. We arrived back

onboard 6 hours later, glowing like Belisha Beacons.

After an unexpectedly enjoyable stay in Borneo we headed back up to the Phillipines.(We had previously visited Subic Bay – Olongapo but that part of the trip is censored) carrying out the usual run of the mill 'Nbcdex's', 'Towex's', 'Gunnex's' and every other evolution that destroys a Matelots moral.

DAVAO.... "What a Paradise". In this city which is called the Pearl of the Southern Phillipines those who looked for it found true love, and relaxation – if that's the word – from the hardship of four solid day's at sea. TOO MUCH! Day after day life was comprised of beach parties and pub crawling and ... Well, need I say more!

Manila turned out to be quite an anti-climax after our escapades in Davao, probably the best part of this visit was the Brewery Run which must have been about the best we've ever had.

So with a boat half full of sailors with cupids arrows embodied in them, we hoisted the wardroom table cloth, (more RA's revs), and set sail for home, leaving the beautiful and tranquil islands of the Phillipines far behind us.

..... And so here we are now sat in the rain drenched New Territories of Honky (on patrol agen) and it's from here that we must leave you. Tomorrow is DRAGON BOAT DAY and we must get our sleep.

CHOI KEE

JOINT MARITIME OPERATIONAL TRAINING STAFF RAF TURNHOUSE, EDINBURGH.

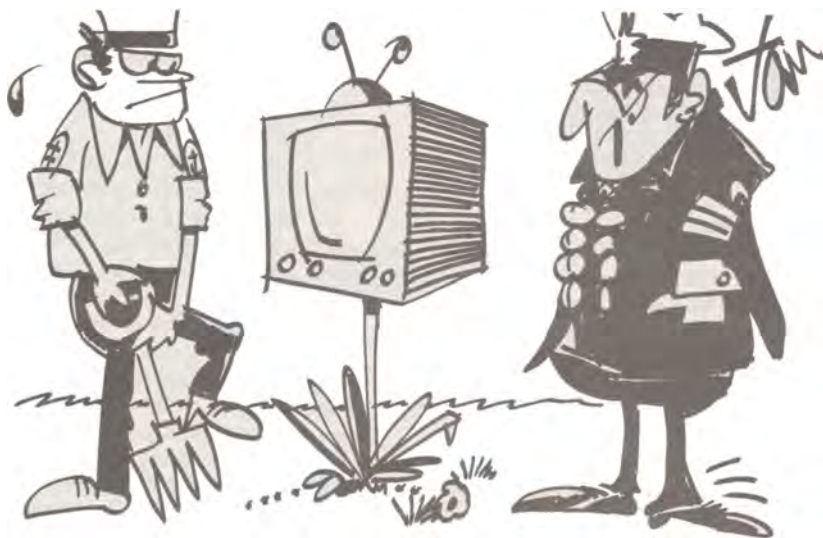
by LS(EW) Stephens

In an effort to enlighten those members of the communications world who have never heard of JMOTS or taken part in a JMC it has been suggested that I make some sort of entry to put us on the map. If the truth be known, I had no idea what JMOTS was until I arrived here.

Our geographical location is 8 miles West of Princes Street in very close proximity to Edinburgh Airport. During the last war this was a Spitfire station and to prove it we have our own Spitfire guarding the gates, but now the land belongs to the Civil Aviation Authority and the MOD pays rent for the use of the buildings and a couple of hangars. Apart from housing JMOTS, the main purpose of Turnhouse is to provide accommodation for the RAF-type Communication personnel employed at MHQ Pitreavie.

We have an entry into the DCR via a TASS tributary comprising of 2 teleprinters and one BJD 610, manned by an SAC(Tel) with assistance from me, the resident LRO(Any).

The main function of the JMOTS team is to plan and implement the Joint Maritime Courses which take place 3 or 4 times a year in the North Sea/Iceland-Shetlands areas. Although the JMC is a National exercise we do manage to acquire participants from all the NATO countries at one time or another. In recent years the US



"HAVE YOU GROWN A SET BEFORE?"

6th Fleet have been involved and hopefully they will in the future.

The 'Communicators' on the staff are Lt. Cdr. C.S. Samuel, (lately C.O. of HMS *Wotton*), and myself – although I'm not at all sure I qualify any more – and on the 'crab' side we have Sqn.Ldr. R. Nield (AEO) who fills the post of Electronic Warfare and Intelligence (!) Officer.

At present we are all 'coming-to-the-boil' as far as planning for 'JMC 762' is concerned and by the time this appears in print we should have a War in full swing – providing the Icelanders will leave us alone and let us keep some ships this time!

Finally a few words of advice to all Gollies on JMC's:

"Go placidly amid the noise and haste, and remember what peace there may be in radar silence. As far as possible be on good terms with the Ops. Room. Speak your truth quietly and clearly; and listen to others, even the PWO; He too has his story" (With acknowledgement to ANON).

95 CDO FOB by ACKO

As the summer is upon us we can expect to earn our 65p a day more regularly. We still have our stalwarts praying to ODIN the day before a parachute descent, but it doesn't seem so effective in the summer.

RS Les Chadwick has left the fold and is residing on the grey funnel line HMS *Rothsay*. Before leaving, Chad gave us a demonstration on how not to abseil from a helicopter hovering at 100 feet. The onlookers have him 10 out of 10 for speed of descent, but weren't too impressed with his braking. We are happy to report he was only shook up.

LRO Dixie Deane was next to recover our good name on a 100 foot abseil. He swore blind the rope jerked clean out of his grasp. The smoke off his gloves, as he attempted to slow himself down, using hands only, was quite impressive. He received better marks than Chad by breaking his ankle and walking on it for a week before the sick bay tiffs diagnosed it correctly. The Chief Sparker was heard to comment that he would have been OK if he hadn't kept blowin on his hands on the way down.

Since Christmas we have been exercising mainly in the snows of Norway, whilst the more fortunate, (LRO Booth who still owes our Embassy in Washington D.C. £50) carried out a rough exercise in the West Indies/North America.

One extreme to the other.

Since Easter, RS Vamplew, LRO Smail and LRO Innes have all made the journey to Mecca (*Mercury*), to sit their various exams for advancement.

The Unit won the Minor Unit Rugby cup for the South West district, all our Senior rates were included in the team, even our two veteran chiefs.

We are all now very busy toughening up our feet as we are doomed to take part in the Nijmegen marches. This jolly takes place in Holland, a multitude of Nations enter. The idea is to march as a squad, 25 miles a day for 4 days. We also pay £2.50 each for the privilege of entering. Who said "mad B*@@*@@*".

With a knife at my throat, I can honestly say we have a full complement of matelots here and enough volunteers to keep us going for 10 years, but now LRO Innes is out of earshot, if you fancy your chances, get your chit in. Fitness is an asset but stamina is more important. Any idiot can jump out of an aeroplane from 800 feet, (preferably with a parachute) but its the lads that can then march 20 mile carrying 60 or 70 lb that we require.

Don't forget we still run regular 3 day courses for sparkers on NGS procedures, any queries ring Poole 77311 Ext. 276.

Regards to all.

SOLUTION

Across

1. Broadcasting
10. Yacht
11. Royal mail
12. Creaseless
13. Some
15. Rock alum
17. Recoil
19. Nubile
20. Releases
22. Seta
23. Revelation
25. Nanny-goat
27. Tasks
28. Sound Barrier

Down

2. Ruche
3. Attestable
4. Corallum
5. Sayest
6. Ill
7. Glamorous
8. Synchronising
9. Sleeplessness
14. Benefactor
16. Cab stands
18. Demantia
21. Record
24. Issue
26. You

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<i>Mess Secretary</i>	CRS Hilder

A committee of 2 FCPO's 2 CPO's, 3 PO's and 1 PO WRN has been formed to enquire into all aspects of combining the WO's, CPO's, PO's, Senior Rate WRNS and Regulators messes.

After the first meeting it was decided to urgently consider the following points:—
Knocking a hole through the coffee lounge wall into the Regulators mess thereby providing all liquid refreshment on one floor.

Half the CPO's Mess to be games room providing snooker, darts, table tennis etc.
The PO's mess to be permanently rigged for Social Functions, with the remaining half of the CPO's mess to be used in 'overspill capacity'.

This is just the beginning, many other aspects have of course to be discussed, and it is through these articles in *The Communicator* that Senior Communication Ratings, not fortunate enough to be ensconced in *Mercury*, will be kept in the picture.

The Ladies Dining In Night was again a tremendous success, and the tentative Social Programme for THE AUTUMN TERM is as follows:—

Thu 30 SEP Mess Dinner: Fri 8 OCT
Cinema Night: Fri 29 OCT Halloween Ball
(Fancy Dress): Thu 18 NOV Social Evening:
Thu 9 DEC End of Term Ball: Tue 14 DEC
HODS RPC: Wed 15 DEC Christmas Draw.

CRS Barry 'Leydene Military Advisor' Hood, CRS Davy 'The Flanneller' Cockett and CRS Mick 'the Crossword King' Stubbs, collectively known as the class of '53, have departed for Civvy Street.

The CCY/CY's who completed the final TCI's course from May – August 1974 will be sad to learn of the sudden death of J.K. (Jim) Harvey RNZN, who successfully completed the course, and was the only TCI on general service in the RNZN.

ROSM IN MERCURY

by CRS (SM) Tyson

The ROSM Project is now well under way and here in *Mercury* everyone concerned is doing



their best to achieve the aims in the time given. Most courses have plenty of vacancies so, if it is possible, get yourself spared to come and convert now. Career courses are also in progress and they too have vacancies.

The ROSM staff in *Mercury* at present is Lieut. R. Humphries, CRS(SM) Tyson, CRS (SM) Sanderson, CRS(SM) Buckley (soon to go to *Sceptre*), RS(SM) Holland (soon to go to *Oberon*) RS(SM) Brown (who is due to take the SM8 course and then join *Sceptre*) and RS G. Davies. RS Davies is General Service but looks upon the ROSM project with understanding! As you can see, we are due for an upheaval in the near future and, to date, no reliefs have been appointed. So if you fancy your chances as a ROSM Instructor in *Mercury* get your DPC in now.

This article is just a leader inviting you to read the next *Communicator* when there will be a much longer article containing full details of the ROSM structure in *Mercury*. If you are concerned in any way with the ROSM, stand by to purchase next terms production of the magazine.

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AMATEUR RADIO IN HMS MERCURY

by Mr. M.J. Matthews, FCRS, GBJFF

Amateur Radio was introduced into the Signal School as a hobbies activity during the latter part of 1946 when a band of "interested" Communications Officers and Senior Rates (mainly from the Long Course and "T" Section) decided to use their professional expertise in the pursuit of this hobby.

The earliest records show that amongst the operators of the newly licenced G3BZU were a number of persons who have since become well known as naval personalities. One sees such persons mentioned as Lt. Cdr. E.B. Ashmore (now the First Sea Lord), Lt. A.S. Morton (now FOF I), Lt. The Hon. D.P. Seeley (now Lord Mottistone) and Lt. Cdr. J.F. Pope (now a Vice-Admiral with a NATO post in Naples). Also I was interested to find a number of my past SCO's (who allowed me to pursue my hobby in whatever ship we happened to be serving in at the time) especially

Lt. Cdr. L.L. Grey (in HMS *Triumph*) when I first operated a Maritime Mobile station and Lt. Cdr. R.B. Richardson (oic Kranji W/T) when I set up the radio club there AND had first thoughts on a Society for RN radio hams. Maybe their early interest in the hobby proved a useful background when I presented my "usual" request to set up an amateur radio station in their ships!

The early amateur stations in *Mercury* were situated in a number of places throughout the years — mainly a corner in an unused Nissen hut — although at one time a band of keen Tel (S) ratings utilised a TCS set up in the EW section during their off duty hours. Two of these stalwarts are still active in the guise of G3MBK (Dave Underdown) and VK2AYD/G3HLW (Dave Pilley).

There appears to have been a lull in amateur radio activities between 1953 and 1958 — possibly due to the more stringent rules appertaining to the operating of "club" stations by persons who had not passed the CPO examination. Many an established club folded up overnight when the service exemption procedure was withdrawn!

However May 1958 saw interest in the hobby being revived when CPO Tel. Ken Taylor (G3LME) and PO Tel(S) Stoot (G3MBX) got together and formed the second *Mercury* Amateur Radio Club. Looking through the minute sheets of the official pack it is interesting to note the differing reactions recorded by the "Heads of Sections". One minute reads "Regret I am not in favour of Hams in the RN because.... it is bad for procedure.....it leads to the use of Pussers spares in ham equipment...." whilst another read "....I am *strongly* in favour of ham's and all they stand for, and feel they are worth their (not misplaced) enthusiasm.... Fully support resuscitating the Mercury Ham Club". Fortunately for the hobby there were more of the latter, than former, comments and the club was given official blessing to restart using G3BZU.

In 1958 I formed the Kranji Amateur Radio Club and during my two year stint in the Far East, I became aware of the lack of support for Amateur Radio (in the RN as a hobby when compared with the other two Services). In discussion with R.E.A. Davies (GW31TD), who was serving in *Burghead Bay* at the time, it was decided to start collecting names of past or present members of the RN who held transmitting tickets. George Tagg (G81X) — an early member of the communications branch circa 1914 — already had his infamous "Black Book" in which was recorded every ham he had worked who had any form of Service connection. When I returned to UK the list compiled by the three of us amounted to some 180 persons all of whom indicated their interest in the forming of an RN Amateur Radio Society. This prompted me to write an open letter which appeared in the Easter 1960 edition of the "Communicator" magazine. Imagine my surprise and pleasure at being asked to come to *Mercury* (I was in *Ganges* at the time) to discuss the theme I had proposed — the formation of an Amateur Radio Society for RN amateurs! The facts that I presented to Lt. Johnny Riggs, and which he passed on to the Captain (Capt. J.A.C. Henley, DSC, RN) resulted



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in the "Green Light" being given to the formation of what is now known as the Royal Naval Amateur Radio Society. The inaugural meeting was held in *Mercury* on the 25th June 1960 at which the Captain was represented by the then Commander of the establishment (Commander The Hon. D.P. Seeley, RN) – remember that name? In February 1961 the effects and monies accruing to the Mercury Amateur Radio Club were transferred to the Royal Naval Amateur Radio Society. The Society's first committee consisted of: – G. Tagg (G81X) as Chairman, myself as Secretary, and Lt. J.J. Riggs as Treasurer plus three others.

The old brick hut on the site of the old NAAFI canteen (remember the Scrumpy bar, lads?) was to remain the HQ of the RNARS until late last year (1975) when a new home for the Society was opened in the newly completed P and RT block. The surroundings are palatial by any standards and it is now possible to fully utilise all the equipment that the society had acquired, and add some new ones to increase the range of operations. The station consists of 2 HF positions both capable of operating on the 5 main amateur bands (both CW and SSB) at 500w pep, and 2 VHF stations – one for 4 metres and the other 2 Metres. A Heathkit tower on top of the P and RT block carries the VHF beams – with vertical dipoles to be installed shortly for working mobile stations – whilst a new tower is being constructed alongside the block to take the 6 element HF beam. In addition there is adequate space for holding meetings, and facilities for constructional work. A far cry from the Nissen huts of earlier years!

The Society runs its affairs from this building and G3BZU can often be heard on the regular 80 metre SSB nets on Wednesday evenings. In addition the well known monthly code run transmissions (15 – 40 wpm) are made from here and certificates awarded to those who can provide 100% accurate copy at any of the speeds. The Society – which has over 400 members both home and overseas – produces a bi-monthly newsletter and an annual callbook of members. In addition it sponsors the *Mercury* and Hampshire county awards to encourage activity amongst its members.

In the summer months the RNARS plays host to its members, and other radio amateurs from all over the country, when the Society's mobile rally is held on the Huden Wood playing field. As well as the usual trade stands and radio type demonstrations there are also "arena" displays put on by such organisations as the Cadet Field Gun crews, Police Dog display teams

and Aero Model clubs. Given a fine day (as they have mostly been) this has become a recognised national event in the Hams calendar.

In 1970 the Society undertook to assist the HMS *Belfast* trust in the renovation of the Main Wireless Office so that it could be added to the 'rounds route' for visitors to the ship. In return the Trust allowed the Society to establish an amateur radio station onboard. The majority of the work onboard is undertaken by a strong contingent of our London members. It is hoped to have this work completed during 1976.

Membership of the Society is open to anyone with naval connections (be they RN/RM, Merchant or Commonwealth Navies). Associate membership is also open to Foreign Navies personnel. Anyone requiring further details can get them from Lt. W.J. Winkless (if you are in *Mercury*) or drop me a line... The Hon. Secretary, RNARS, HMS *Mercury*, Nr. Petersfield, Hants.

A NOTE FROM 'DRAFTY'

Having been in the Communications Drafting chair now for some six months, I would like to draw your attention to a few points that could be to your advantage. Drafting Preference Card – Your contact with 'Drafty' – please fill it in as completely as you are able, with as much information as possible. The more you tell 'Drafty' has of being able to get it right when it comes to your next draft.

If your circumstances change, or you wish to change your preferences, then let 'Drafty' know either by C230 or C240.

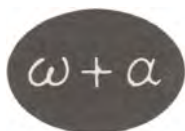
Divisional Officers please fill in your section on both C230 and C240's fully, just repeating what the man has said in the personal section does not help one little bit. If a man, for example, needs supervision or is able to read morse at 20wpm by his own efforts, then say so. A blank DO's section, apart from a signature, does not help the man.

The above goes for the Wren RO's and Wren Telephonists (and their DO's) as much as the men.

So that at least you know your 'Drafty's' name it is Lt.Cdr. P.J. Stembridge, ably assisted by CPO Wtr G. Kershaw and PO Wren Wtr P. Prior.

Some DO's have received rude letters in the last few weeks about DPC's, as I do not believe that about 150 men of the Communications Group have no preferences or that their circumstances have not altered to some degree over the past four years or so.

If you have a drafting problem, then contact 'Drafty' through your DO and I'll see if I can give you an answer.



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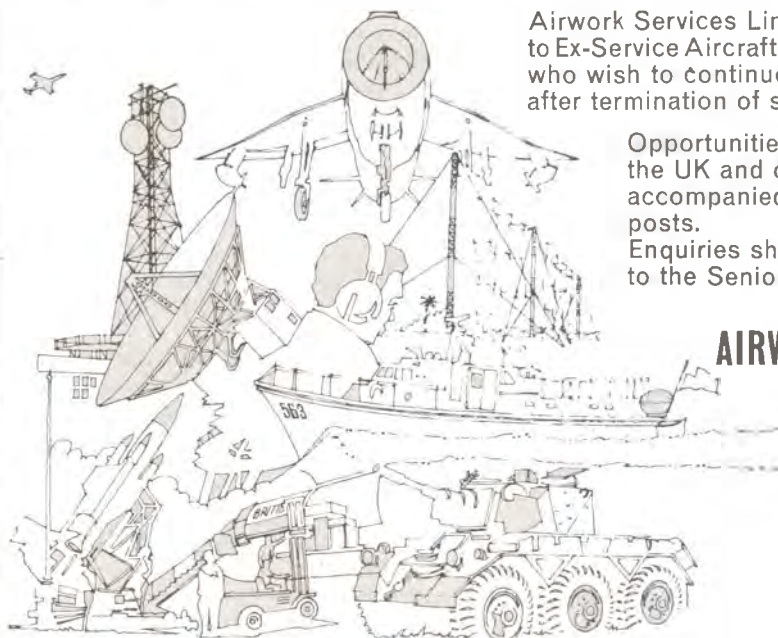
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Name	Rank	Whither	Name	Rank	Whither
Abbott P.C.	Cdr	Dryad-CODC	Pearce J.	Cdr	DGW/(N)/DSWP(N)-
Bawtree R.M.H.	Lt-Cdr	Jaguar	Pink C.J.	Lt-Cdr	CFSC (Toronto)
Benson J.M.	Lt-Cdr	Mercury	Pike D.G.	Lt-Cdr	RNC Greenwich
Binns N.J.	Lt	Fife	Pratt T.	Lt	Ark Royal
Broome R.H.	Sub-Lt	Euryalus	Salt L.S.	Lt	Dolphin
Carr A.F.	Lt	Mod (Nav Sec)	Sanders C.H.	Lt	Neptune
Carrington J.A.	Lt	Lynx	Sanders J.T.	Lt-Cdr	Diomedé
Carver D.J.	Lt-Cdr	Tamar	Searl B.M.	Lt	Britannia
Cooper D.G.	Lt	Commcen Whitehall	Solley S.G.	Lt	RNC Greenwich
Davies R.K.	Lt	FOCAS	Taylor D.T.	Lt-Cdr	Mercury
Dibble R.K.	Cdr	Dryad-Staff of MTS	Tate J.	Lt	RNC Greenwich
Drake-Wilks	Lt-Cdr	Antelope	Williams C.W.	Cdr	CBNS(W)
Edwardes J.C.	Lt	CF(N) Ottawa	Williams R.M.	Lt	Dryad-PWO Course
Emmett F.M.	Lt-Cdr	Mercury	Winkless W.J.	Lt	Devonshire
Gallagher J.B.	Cdr	Seahawk	Wilton A.W.R.	Lt	HQ AFSOUTH
Greig P.G.M.	Lt-Cdr	Centurion (DIS)			
Grimsey R.	Lt	Mercury			
Gooch L.	Lt	FOSNI			
Harland OBE P.A.C.	Cdr	CINCAVHOME			
Hewitt E.M.G.	Cdr	ACDS (Sigs)			
Hill-Norton N.J.	Cdr	ACDS (POL)			
Howard D.M.A.	Lt-Cdr	FCO-FOSM			
Humphries R.R.	Lt	Mercury			
Laing T.M.	Cdr	SACLANT			
Lloyd B.D.	Lt	Kent			
Luce P.D.	Lt-Cdr	Dryad-MTS			
Miller K.	Lt	Mercury			
Mitford T.B.	Lt-Cdr	RNC Greenwich			
Murphy J.T.	Lt-Cdr	Mercury			

RETIREMENTS

Goring E. Y.C.	Lt-Cdr
Hildreth D.J.	Lt
Skitt N.T.J.	Lt-Cdr

OBITUARY

We regret to announce the death of Chief Signalman J.K. (Jim) Harvey of the Royal New Zealand Navy on the 19th May 76.

Chief Harvey joined the Service in May 1964 and rose to become a Chief Signalman, TCI in September 1974. He attended the TCIs course in HMS Mercury between May and August, 1974. He became the only qualified Instructor rate in the Signals branch of the RNZN.

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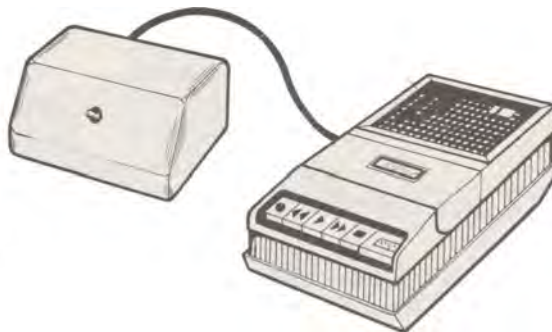
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Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the I LEET SECTION NEWS will give you the whereabouts of many of your friends. Please forward any drafts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

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

Name	Rate	Whither	Name	Rate	Whither
Abernethy LJ	JRO(T)	Beachampton	Cringle DJ	RS	RAI Tangmere
Andrews MS	AB(EW)	Mercury	Crane BF	RS	Mercury OXP
Abbott CJ	JRO(T)	Danae	Crabtree KR	RO1(G)	Cochrane
Andrew MR	JRO(ET)	London	Carrington RC	PO(EW)	Mercury
Allen SJ	JRO(T)	Jaguar	Collins MS	LRO(G)	Ariadne
Anderson AW	CRS(W)	Mercury to release	Cook P	AB(EW)	Mercury
Armstrong EJ	ROSM	Neptune	Clarke AI	RS	Torquay
Bignall DJ	I CRS	I-OST	Conner IN	JRO(T)	Fearless
Baker BR	RO1(G)	Commcen Whitehall	Collins G	JRO(G)	Brighton
Brannington WS	JRO(T)	Antrim	Carton BA	RO1(W)	Danae
Burley RD	JRO(G)	Lascaris	Court AM	I,RO(T)	Whitehall
Buckland SP	JRO(G)	Lascaris	Clayborough S	RO2(G)	Lowestoft
Baker IS	JRO(G)	Lascaris	Collins B	A/RS(W)	Raleigh
Butt PCC	RO2(T)	Torquay	Clarke JC	LRO(G)	Mercury
Burgess BJ	JRO(G)	Glamorgan	Carter FG	RO1(T)	RNH Haslar
Baynes J	RO2(G)	Devonshire	Clifford AJ	A/I RO(T)	CINCLIFT I
Batten W	JRO(G)	Tiger	Cottle MW	RO1(G)	Dolphin
Bagby S	RO1(T)	Mercury	Cook DI R	A/I RO(G)	Whitehall Release
Bond I	JRO(T)	Antrim	Clark M	RO1(W)	Mercury
Breedon CA	AB(EW)	Ark Royal	Campion SG	RO1(W)	Mercury to Release
Boneham PJ	LRO(G)	Cleopatra	Child MD	RS(W)	Galatea
Bennet CDW	A/LS(EW)	Birmingham	Cameron S	RS	Fearless
Belsey RJ	A/LRO(T)	Birmingham	Deans D	I CRS(W)	I OSI
Burns A	AB(EW)	Mercury	Dodsworth DA	JRO(G)	Lascaris
Bond AJ	RO2(G)	Tenacity	Daire SJ	JRO(G)	Tiger
Brothwell MAJ	JRO(G)	Lincoln	Dudley I	RO(I)	Zulu
Baillie RJ	RS(W)	Lincoln	Dunt RS	LRO(I)	Mercury to Release
Baxter AL	LRO(T)	Tamar	Doyle MJ	RO1(T)	Ashanti
Burgess E	JRO(T)	Falmouth	Deans N	A/LRO(T)	Cleopatra
Brown PR	JS(EW)	Mohawk	Davis CG	A/I RO(G)	IO Plymouth
Boyle WJ	SEA(EW)	Kent	Davis DW	A/RS	Antelope
Bland M	SEA(EW)	Kent	Darby DI	JRO(T)	Falmouth
Blackwell RI	JRO(T)	Hermione	Davidson BW	RO1(W)	Jaguar
Basset W	CY	Berwick	Davies DJ	RO1(I)	Tamar
Brown PL	LRO(G)	Zulu	Denham NJ	RO1(G)	Mercury
Brook RW	RO1(W)	Whitehall	Davies AW	JRO(G)	Fearless
Bolton SA	A/LRO(SM)	Dolphin SM SC II.	Dyer MB	I RO(G)	Reclaim
Buckley RN	CRS(SM)	Sceptre	Durant PD	A/I RO(G)	Mercury
Beeer LR	JRO(G)	Hermes	Dolby RK	RS	IMY Britannia
Baker TH	JRO(G)	Tartar	Downard GI	RO2(G)	Hermes
Brown MS	JRO(T)	Yarmouth	Dolan MG	JRO(T)	Hermes
Bookham DI	RO1(G)	Mercury	Davies PS	I RO(SM)	Dolphin
Baker DR	RO1(G)	Mercury	Dawson J	A/I RO(T)	Mercury
Bullock DC	JS(EW)	Antrim	Duckworth CI	RS	Mercury to Release
Brown CA	RO1(G)	Cinffleet	Derry IR	RO1(G)	Blake
Boyll RJ	LRO(G)	Mercury	Dear DA	A/RS(W)	Life
Black E	RO1(G)	I OSNI	Dixon R	CRS	Dolphin
Bartrim JR	RO1(G)	Reclaim	Edwards TR	JRO(G)	Ark Royal
Ballister I	CCY	To release	Eglinton W	RO1(T)	Mercury
Brown T	RS(W)	Mercury	Eveleigh MD	RO(SM)	Cachalot
Clark JA	RO2(T)	OXF	Elliot A	JRO(G)	Galatea
Cheer RD	RO1(T)	Mercury to release	Elliot KI	A/LRO(I)	ACC HAN, EAST H ANT
Cook DB	JRO(G)	Ark Royal	Edwards ND	RO1(G)	Mercury to Release
Cairns P	RO1(G)	Active	Elvin DM	A/RS	Porpoise
Campbell RA	JRO(T)	Wasperton	Ivans LG	JRO(G)	Glamorgan
Cousins DF	JRO(G)	Lascaris	Immerman TH	LRO(T)	Mercury
Carden SW	JRO(G)	Lascaris	Edwards A	RO1(G)	Mercury OXP to Release
Catchpole K	JS(EW)	Naiad	Edmondstone DA	CRS	CRS
Crich R	JRO(T)	Ghurka	Easter A	LRO(T)	IMY Britannia
Cranswick RM	JRO(G)	Ajax	Footie P	RO1(G)	Dolphin
Cleave MA	JRO(G)	Ark Royal	Ford M	RO1(G)	I OSNI to Release
Coates JH	JRO(G)	Yarmouth	Least I	JRO(T)	Mohawk

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Name	Rate	Whither	Name	Rate	Whither
Franklin AN	CRS	Mercury	Houston BC	LRO(G)	Sholton
Flintham BJ	A/CY	Mercury	Heward PW	JRO	Fearless
Ferguson C	RO1(G)	Glamorgan	Harrington SJ	LRO(G)	HMV Britannia
Ferguson RG	A/LRO(T)	London	Hill DR	LRO(T)	Galatea
Francis MC	SEA(EW)	Ark Royal	Hardy BL	LRO(G)	Rothsay
Finney CW	RO1(T)	Gibraltar	Hughes GG	JRO(G)	Brighton
Frost PC	JRO(G)	Fearless	Hambling LA	ROSM1	Dolphin
Fleming SR	JRO(T)	Torquay	Hopkins PC	LRO(G)	Leander
Fox A	CRS	Mercury	Heaney NJ	LRO(W)	Dryad
Fewtrell PTC	RO1(T)	Mercury	Hathaway D	LRO(SM)	Opportune
Foster JW	LRO(T)	Mercury	Henderson	RO2(W)	Mercury
Flynn DP	LRO(G)	Hermes	Hooker SL	JRO(G)	Kent
Fawcett AS	LRO(G)	Rhyl	Hargrave M	RO2(T)	Ark Royal
Findlay DJ	JRO(T)	Mermaid	Hannah	LRO(G)	1 OSNI
Griffiths DJ	JRO(G)	Ajax	Humphreys A	RO1(W)	Whitehall
Greenway TM	JRO(G)	Tiger	Hick JB	RS	Mercury
Grant PW	ROSM2	Renown	Hepworth GT	A/LRO(G)	Dolphin
Grimeason W	JRO(G)	Mohawk	Heathcote JS	RO2(G)	Jersey
Galligan B	JRO(T)	Plymouth	Harrison DR	RO1(W)	Bacchante
Greenwood P	JRO(T)	Fearless	Hillman PJ	LRO(W)	Dolphin
Gentry ME	RO2(T)	Fearless	Harris KA	RO2(G)	Dolphin
Griffiths DJ	A/LRO(G)	Dundas	Hood DB	CRS	Mercury to Release
Green PA	RO1(G)	Tiger	Irvin JL	JRO(G)	Tartar
Gibbs BJ	LRO(T)	Kent	Johnson R	RO2(G)	Achilles
Geere TJ	LRO(T)	Kent	Jeffrey RD	LRO(G)	Glamorgan
Guy SW	RO1(T)	FOCAS	James DW	JRO(T)	Lincoln
Goldsmith RI	CCY	SCYLLA	Jones CD	LRO(T)	CAPT SM2
Garret M	JS(EW)	Lincoln	Jones DB	LRO(T)	CINCNAVHOME
Gregory S	RO1(T)	Mercury	Johnston TA	RO2	Mercury
Goldsmith JP	LS(SM)	Dolphin	Johnson GR	LRO(G)	Birmingham
Goode RC	JRO(T)	Galatea	Johnson R	ROSM2	Mercury
Goldfinch DT	RS(W)	Mercury	Jeffery DW	LRO(G)	Kent
George DJ	LRO(G)	Gavington	Jones R	LRO(G)	London
Grantham IE	JS(EW)	Norfolk	James DG	JS(EW)	Glamorgan
Graham W	JRO(T)	Norfolk	Jackson SL	JRO(G)	London
Grafton KE	RS	Mercury to Release	Jackson AD	RO2(G)	Mercury
Graham JW	RO1(T)	Pembroke	Jackson CR	LRO(T)	Mercury
Gallagher S	JRO(G)	Arrow	Johnson GR	LRO(G)	Whitehall
Garnet AJ	LRO(G)	Mercury	Jeanes CW	JS(EW)	London
Green PA	RO1(G)	Mercury	James AK	RS	Mercury to Release
Golden M	RO1(T)	FO Plymouth	Knott REV	JS(EW)	NAIAD
Granger JR	LRO(W)	Baccante	Kirkpatrick GCR	A/CY	Mercury
Guinea WE	A/LS(SM)	Dolphin	Knight JR	L/SEA	Arethusa
Gardner TL	LRO(G)	Mercury to Release	Kewn KC	RO1(G)	Temeraire
Griffiths CT	LS(EW)	Mercury	King BA	LRO(T)	Mercury
Glennister RJ	RO2	Mercury	Keiller PG	A/RO1(T)	Mercury
Hudspeth DP	JRO(G)	Lincoln	Knapton AJ	JRO(T)	Mermaid
Hicks SR	JRO(G)	Fife	King TM	LRO(W)	Mercury to Release
Holland MJA	JRO(G)	Aurora	Lomax DE	JRO(G)	Yarnton
Hall K	JRO(G)	Rothsay	Lippe PW	RO2(T)	Ark Royal
Harrison AE	JRO(G)	Hermes	Lewis AK	JRO(G)	Lincoln
Holland PJ	JRO(G)	Juno	Leadbetter MJ	JRO(G)	Yarmouth
Hopcraft IJ	RO2(T)	Fife	Lodge GKW	RO1(G)	Apollo
Heighton JA	JRO(T)	Berwick	Lawery CA	LRO(G)	Mercury
Harrison K	JRO(T)	Penelope	Lister MS	RO1(G)	Lincoln
Hymers PRR	JRO(G)	Ark Royal	Lewis PL	RO2(T)	Norfolk
Hudson NC	JRO(T)	Tiger	Levy C	RO2(G)	Hermes
Hooker IS	JRO(G)	Ariadne	Lippman DAJ	LRO(G)	Abdiel
Hamill DE	RO1(W)	Mercury OXP	Leadbetter RG	LRO(G)	Tartar
Hardman JB	JRO(T)	Fearless	Ludgate PJ	RO1(G)	Dolphin
Hutchins MS	RS	Mercury to Release	Long IM	RO1(T)	Lascaris
Hughes DC	LRO(W)	Arethusa	Lawley DJ	JS(EW)	Tartar
Howes AC	RO1(T)	Mercury	Little B	RO1(T)	Mercury to Release
Holmes JL	RO2(G)	Fife	Larson CJ	CY	Achilles
Higgs RJ	A/LRO(T)	Mercury	Malloy I	RO1(G)	Aurora
Harris VG	A/LRO(W)	Galatea	Mayers GR	RO2(T)	Monkton
Harris G	LRO(G)	Mercury	Muscroft KJ	JRO(G)	Glamorgan
Harris AJ	CRS	RAF Tangmere	Millward PNE	A/LRO(W)	Mercury
Hankey BT	A/LRO(G)	Mercury OXP	Mills PJ	JRO(G)	Mohawk
Hotchkins MA	LRO(W)	Dolphin			
Hall D	JS(EW)	Bacchante			



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Name	Rate	Whither	Name	Rate	Whither
Moxon MH	LRO(W)	Mercury OXP	Potter	JRO(T)	Mohawk
McGoldrick JK	LRO(G)	FO Plymouth	Parry SD	LRO(W)	Mercury
Mason R	JRO(T)	Fearless	Palmer B	A/LRO(T)	Mercury for Release
Mahy D	CRS	Mercury	Pickering RE	LRO(G)	Mercury
Mould CS	JRO(G)	Hecate	Palmer AD	JS(EW)	Kent
McGee CT	JRO(G)	Jaguar	Pearce CB	JS(EW)	Kent
Mackin B	JS(EW)	Lincoln	Ponting WW	JRO(G)	Leander
McCurrie WGH	LRO(G)	Dolphin	Percival MA	RO1(G)	Dolphin
Mann PR	LS(RSM)	Dolphin	Pierce M	JS(I.W)	London
Munroe D	JRO(G)	Fearless	Parker MP	A/CRS	BRNC Dartmouth
Millar I	RO1(T)	Jupiter	Perchard SP	RO2(G)	Dolphin
McGowan AB	JRO(T)	Lowestoft	Pope M	AB(EW)	Mercury
McDay RJ	RO2(G)	Plymouth	Quick A	A/LRO(G)	Diomedes
Mather GJ	LRO(G)	Heron	Ryan P	JRO(G)	Wolverton
Moir JMP	CRS	RNR Clyde	Reid PI	JRO(G)	Devonshire
Maddon J	RO2(G)	Cochrane	Ramsey DM	JRO(G)	Danae
Mason BH	CY	Brighton	Richardson GA	A/RS(W)	Hermione
Moore E	LRO(T)	Mercury	Riddler IJ	LRO(W)	Mercury
McDermid JP	CCY	Mercury for Release	Ruddle A	A/RS	CINCNAVHOMI
McMillan HW	LRO(W)	CINCFLEET	Robertson CM	SEA(EW)	Life
Millward SJ	A/RO1(G)	Mercury	Ripley T	SEA(EW)	Glamorgan
McEwan JMG	RO2(G)	Norfolk	Robinson R	LRO(W)	Mercury
Makin RS	JRO(G)	Ghurka	Reid PCC	AB(RSM)	Dolphin
McIsaac IR	RO2(W)	Dolphin	Ringwood BW	RO2(G)	Ajax
Maskell CW	JRO(G)	Wotton	Reilly MJ	ROSM	Dolphin
Murchie AJ	RS	Falmouth	Richmond L	LRO(G)	Apollo
Morley-Trapnell BG	LRO(G)	FO Plymouth	Russel AM	LRO(T)	Norfolk
McMillan M	RO1(G)	I-OST	Ryan R	JRO(G)	Wotton
McKevitt T	RS(W)	Mercury	Rockett LS	LRO(T)	Mercury
Mackay I	LRO(W)	Mercury for Release	Rigby I	JRO(T)	Norfolk
Meason PD	RO1(T)	Tartar	Reid A	RO2	Mercury
McCue	RO1(T)	Blake	Ryan K	RO1(G)	Mercury
Macfarlane SA	LRO(G)	Glamorgan	Rothin KW	AB(EW)	Mercury
McKeever A	CRS(W)	Dolphin	Rendall MR	RO1(G)	Murton
Mills PA	A/LSRSM	Dolphin	Rundle T	A/RS(W)	SCYLLA
Nash SF	JRO(G)	Jupiter	Rudd TG	A/CY	Mercury
Norman ID	A/RS(W)	Apollo	Riddle GA	RO1(G)	Conqueror
Naden LG	A/LRO(W)	Lincoln	Reid RP	RO1(G)	Dolphin
Nessworthy ST	RO2(G)	Fearless	Ross J	RO2(G)	Dolphin
Nash RJ	LS(EW)	Blake	Rackham	LRO(G)	Zulu
Nutty DL	A/LRO(G)	Mercury	Smith PD	RO1(T)	Mercury for Release
Neal G	JRO(G)	SCYLLA	Storer CJ	JRO(G)	Ark Royal
Noble NJS	LRO(W)	Mercury	Shotton SJ	JRO(T)	Norfolk
Nash TA	LRO(G)	Mercury	Stockton JP	LRO(G)	CINCNAVHOMI
Newberry RM	LRO(G)	Kellington	Shea DG	A/LS(SM)	Dolphin SM SCII
Nock JW	A/RO1(G)	Tenacity	Simpson AN	JRO(G)	Kent
Noble JM	AB(RSM)	Neptune	Southern PA	JRO(G)	Ark Royal
Owers GM	A/LRO(T)	Mercury for Release	Small-Bone SR	JRO(G)	Tiger
Orme DJ	A/CY	Mercury OXP	Selley BJ	JRO(T)	Penelope
O'Neill DJ	A/RO1(T)	Arethusa	Sellers M	JRO(G)	Ark Royal
O'Clee PD	I-CPO OPS	Mercury	Scott L	JRO(G)	Jaguar
	FW		Smith RE	RO1(G)	Birmingham
Oldhan S	SEA(EW)	Blake	Sanderson EC	RS	Mercury for Release
O'Connor RF	SEA(EW)	Glamorgan	Scullion DJ	RO1(G)	Leander
Owen C	LRO(G)	RAF Tangmere	Stelfox JD	JS(EW)	NAIAD
Oliver MK	LS(SM)	Dolphin	Shaw SP	JRO(T)	Lincoln
Plume MDW	JRO(G)	Norfolk	Skull M	CY	RBM Regiment
Pitt AR	JRO(T)	Lincoln	Smith SB	JRO(T)	Devonshire
Palmer P	JRO(T)	Falmouth	Smith GC	CCY	Saker
Plows CP	JRO(T)	London	Soper JS	JS(EW)	Hermione
Parsons GE	RS	Fife	Smith RC	LRO(T)	Mercury OXP
Pickering PJ	RO2(G)	Lincoln	Smith MJ	LRO(G)	Mercury
Pearce AI	CRS	Saker	Slater DT	JRO(T)	Plymouth
Plume LF	RO(SM)	Sovereign	Simmons MR	CCY	Leander
Parkinson RK	JS(EW)	Fife	Shedder T	RO1(G)	Altriston
Page JJ	JS(EW)	Antrim	Sage C	JRO(G)	Hecla
Pidgen P	RO1(G)	Mercury	Smith SA	AB(SM)	Onyx
Powell B	RO1(W)	Temeraire	Sweatland SF	JRO(T)	Brighton
Penlington R	A/CCY	Mercury	Smallman AH	CY	Antelope
Pontefract G	RO1(G)	Iveston	Smith JE	RS	Mercury

Name	Rate	Whither	Name	Rate	Whither
Shaw JCT	A/RS	RAF Tangmere	Wood PJ	RO1(W)	Eurylas
Skeen DA	A/RS	Juno	Wilson CD	RO1(W)	Mercury
Stanwick DJ	CY	Mercury	Williams AR	RO1(W)	Mercury
Sykes MG	JRO	Hermes	Walker JC	RO1(T)	Wotton
Smith P	A/LRO(G)	CINCNAVHOME	Wright PK	JRO(T)	Fearless
Smith GW	RO2(G)	Hermes	Wright KM	JRO(W)	Fearless
Steele K	JRO(G)	Penelope	Winder SD	JRO(G)	Hecate
Sanders RF	AB(RSM)	Dolphin	Walker A	JRO(G)	Fife
Smith RE	RO1(G)	Mercury	Williams SJ	JRO(T)	Jaguar
Sharp MJ	LRO(G)	Mercury	Wilcox P	LRO(G)	Lincoln
Sampson TA	A/LRO(G)	FO Medway	Wilson SF	JS(EW)	Eskimo
Stewart JP	RO1(W)	Mercury	Wadsworth GW	RS	FOST
Smith DS	LRO(G)	Mercury	Wright C	JRO(T)	Galatea
Sheer PF	LRO(G)	Mercury	Whitham SD	JRO(G)	Hermione
Stubbs MA	A/CRS	Mercury to Release	Wheeler AL	LRO(G)	Mercury
Streather D	LRO(T)	SCYLLA	Westaway SS	JRO(G)	Hermione
Stevenson JAC	RO1(W)	Blake	West KE	RO1(T)	Mercury OXP
Sears MN	LRO(T)	Tiger	Waller GA	JS(EW)	Galatea
Stanney HR	RS	Drake	Wooley GR	RO1(G)	Dundas
Snaith EJ	RO1(T)	Hermione	Wheeler NS	LRO(T)	Penelope
Smith LG	A/LRO(G)	Whitehall	Wheels DB	LRO(T)	Nubian
Smallman AF	A/CY	Mercury	Wotton R	A/LRO(SM)	Dolphin SM SCH
Saunders B	JS(EW)	Kent	Wing BR	A/CCY	AFCENT
Stone KS	RS	RAF Tangmere	Wiltshire SJ	JRO(T)	Ark Royal
Smith P	A/LRO(G)	Mercury	Willis GJ	RO1(T)	Mercury (T)
Short WJ	LRO(T)	Dolphin	Wilkinson M	CRS	RAF Tangmere
Seers PW	RS	Hecla	Waterman GJM	RO1(G)	Mercury (T)
Scmoley	LRO	Maxton	Wheatley KE	LRO(SM)	Neptune
Stoter AR	RO2(T)	Lewiston	Wright M	JS(EW)	Tartar
Solomon AC	JS(EW)	Antrim	Wilson JD	RO1(G)	FOSNI
Sellers RW	RO2(G)	Ark Royal	Whyte ALC	A/LRO(T)	Mercury (T)
Saunders PJ	JRO(G)	Fife	Woodfield AS	RO1(G)	Active
Shanahan SJ	RO1(G)	Dolphin SM SCH	Wilkins TP	RO1(G)	Blake
Stalker DR	RO1(G)	Dolphin	Weighill SJ	RO(SM)	Mercury
Stewart TJ	LRO(T)	COMNAV SOUTH	Warrior D	LRO(T)	FOSNI
Strickland M	LRO(T)	Mercury OXP	Walker SJ	RO1(G)	FO Plymouth
Stargart MD	A/LRO(G)	Dolphin	Woodhouse LE	RO2(G)	Endurance
Sewell SW	RO1(W)	Gibraltar	Watts-Tucker K	LS(RSM)	Dolphin
Thompson SR	JRO(T)	Ark Royal	Wright J	LRO(G)	AFCENT
Thomas MM	JRO(G)	Penelope	Whittle LJ	RO1(W)	Mercury
Turner DI	A/CY	Mercury	Winchester DW	RO1(W)	Dolphin SM SCH
Trickett D	J SEW	London	Wilson JD	RO1(G)	Mercury
Tuddenham TKC	ROSM1	Dolphin SM SCH	White GA	RO2(G)	Zulu
Taylor B	LRO(G)	Gibraltar	Wade MA	A/CY	Mercury
Talman SJ	JRO(T)	Salisbury	Willis AC	RO1(G)	RN Display Team
Thomas SI	A/RS(W)	Dryad	Whitlock AR	RO1(W)	Whitehall
Thorne MW	JRO(G)	Kent	Waister M	LRO(W)	RAF Tangmere
Torney G	RO2(G)	Glamorgan	Warrel KM	JS(EW)	Rhyl
Taylor LG	LRO(G)	Mercury	Whiteman WG	RO1(W)	Mercury
Thompson EK	A/LRO(T)	Whitehall	Whelan JE	A/RO1(G)	Mercury
Talbot CM	RO2(G)	Slisbury	Wishart D	RO1(W)	FOSNI
Tassel EI	RS	Mercury	Worsdale JE	LRO(W)	Ashanti
Thomas AC	RS(W)	Release	Wood KD	RO1(G)	Mercury OXP
Taverner M	LRO(G)	Drake	Walker SJ	RO1(G)	BRNC Dartmouth
Tapping NK	CCY	Birmingham	York SP	LRO(T)	Fife
Utley DC	JS(EW)	Ghurka	Young D	LRO(G)	Kent
Underwood NP	FCCY	Mercury	Yeardsley PS	JS(EW)	Antrim
Vaughan GB	JRO(T)	Rhyl	Yorke SR	RO2(G)	Antrim
Vincent MC	JRO(G)	Berwick	Young SP	RO1(G)	Dolphin SM SCH
Ventress DH	JS(EW)	Mercury			
Vickers IR	A/LRO(G)	Mercury			
Winchester DW	ROSM1	Defiance			
Williams KE	JRO(G)	Devonshire			
Wightman WG	RO1(W)	Mercury			
Whittacker EJ	JRO(G)	Tiger			
West M	JRO(T)	Tothesay			
Warren C	JRO(T)	Hermione			
Walters KP	JRO(T)	Falmouth			
Wise JC	F/CRS(W)	FOF2			
Woodley TJ	RO2(T)	Mercury			

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