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# THE COMMUNICATOR

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WINTER 1976

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# THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

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## EDITORIAL

The end of the year is always a good time for reviewing the progress of the last twelve months and ensuring that lessons learned are incorporated in the programme for the coming year.

With the COMMUNICATOR much of what we have learnt, especially in the field of do-it-yourself magazine production will, we hope ensure that 1977 will find a better produced, better presented magazine. The contents will still depend on the standard of contribution that we receive from you, the reader. We would ask all Communicators, ashore and afloat, past and present to support the magazine not only by buying a copy three times a year but also by sending us your news, stories, photographs, cartoons etc. Only thus can we improve the content and make the magazine truly representative of all Communicators.

The end of the year would also appear to be a time for goodbyes. Lieutenant Bob Villier who has been Editor or Assistant Editor for over two years leaves *Mercury* to join RNC Greenwich in January. Bob was largely instrumental in making the change to "do-it-yourself" production and getting the magazine out of the red. We thank him for all the work he has done for the magazine and wish him the best of luck at Greenwich.

Finally, all of us on the Communicator staff would like to wish you, our readers, a very happy Christmas and prosperous New Year and hope that you will make your contributions for the Easter edition both interesting and early.

**BRAVO ZULU**

Our heartiest congratulations to RO1(G) Whitelaw of HMS *Aurora* for getting orders for 46 copies of the Summer edition of the magazine. This is the record to date for a ship of Frigate size.

## TREASURER'S REPORT

**by Lt. A.R.Webb**

Despite the seemingly endless spiral of inflation the *Communicator* balance sheet is looking much healthier than I had envisaged earlier this year, when I took over the challenging task of Treasurer. Many of the problems that faced us have been overcome and the cash-flow is now within manageable proportions. However, please do remember that by sending cash with your orders you help us to meet the inevitable production costs that are incurred before we even receive the magazine for distribution.

I have received a number of enquiries as to whether we will be re-introducing special rates for long term subscribers, the majority of the current 'Four Year Plans' ending this year. Unfortunately, it is no longer a viable proposition with inflation at the present level, but we are making every effort to maintain the relatively low price of 30p for as long as possible.

May I take this opportunity of thanking all who have supported us during this past year. YOUR support makes YOUR magazine possible.

## LETTERS TO THE EDITOR

"Villa Meona"
off Transfiguration Avenue
Lija, Malta G.C.

Dear Sir,

Mr. R.L. Maguire in his article – "Shotley – as I knew it" – (Summer 1976) mentions that the Wireless Officer in Charge during his period there was a Major of the Royal Marines; also that he came across another Royal Marine Wireless Officer. His article also suggests that it was Admiralty policy to appoint Royal Marine officers in charge of R.N. W/T Stations.

I wonder whether Mr. Maguire ever encountered the, then Captain C.H. Malden.

R.M. who was serving as Wireless Officer in H.M.S. *Invincible* at the Battle of the Falkland Islands and whose letter to his wife immediately following the battle you published in the Winter 1975 issue.

If so, has he any background knowledge of this officer, or have any of your readers?

Yours faithfully,
S.N. Bush Lieut Cdr RD RNR

## TIGER'S COMMUNICATORS POOLS SYNDICATE WIN

**by Lt. J.M. Gawley**

Dear Ed,

At the beginning of *Tiger's* refit last September the SCO suggested, nay, insisted on a refit teaboat and a Refit Pools Syndicate. LRO Pratt started them off, but failed miserably. LRO James joined us from Portland and, thanks to the practice he had had there (doesn't FOST do anything else?) managed to pull off our first win in early March. (You'll find the actual amount at the bottom of the page). The SCO had been prudent, in view of the new Capital Transfer Tax laws, and had kept stowed in the SCYO safe an up-to-date list of syndicate members. This was to ensure that, when the money was distributed, tax should be levied on LRO James as the apparent donor. There was a whoop of joy when the win was announced, needless to say, and immediate steps were taken to implement the many plans made in expectation of the win. Even the SCO sat down and drafted a letter: "Sir, I have the honour to report that the Navy is now a hobby" but, on reflection decided that, since it already is (his actual job is administering and umpiring Service and civilian hockey) it would be a waste of paper.

The department has now simmered down after all the excitement. It did take a day off from the dockyard noise for some training in *Mercury*, and took over the gymnasium for an hour's 5-a-side football, but other than that, sagacity has prevailed and the department has decided to invest the money in more worthwhile projects than a good P.U.

So there it is – keep trying – you may all get your win yet.

P.S. The teaboat keeps running out of teabags!

Yours sincerely,
John Gawley.

Note: Amount of *Tiger's* win: 89p.

*The Winning Syndicate*

## SPARKS AND ARCS

by Mr R. L. Maguire

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

The wireless equipment that we had to contend with in my early days are now museum pieces, just as the equipment you are using today will be in 60 years time.

We had two types of transmitter in regular use, known as the Spark set and the Continuous Wave, or Arc set, respectively, The Spark transmitters were numbered Type 1,2,4 and 4A and CW or Arc transmitters Type 14, 15, 16 and 18. Ships kits consisted of a combination of these types, battleships and heavy cruisers being fitted with Types 1 and 18, cruisers and light cruisers with Types 2 and 16, Submarines with Types 4 and 14 while destroyers and sloops had Types 4 or 4A and 15. A much smaller type of spark set was fitted in the river gunboats. This was a 500 Watt set made by the Marconi Company.

Type 1 was regarded as the most powerful spark set fitted in any ship. It required office space of roughly 15 feet by 10 feet to house it and with the Type 18 in addition, about twice that amount of office space was required. The Type 1 had a range of about 500 miles which, in those days, was terrific. When Type 1 was opened up on full power the morse message being thumped out by the operator could be heard all over the ship so terrific was the noise, yet this noise was always regarded as music to the Sparker thumping the hey.

All W/T sets of this era were fitted in what were known as 'cages'. The door into the cage have a 'make and break' switch on it so that whenever the door to the cage was opened the power was isolated and the set became dead. In the cage was an operating switch suspended from the deckhead and, as the key was pressed the switch was drawn up and that automatically cut off the receiving system and joined the transmitter to the feeder system. When the switch went up it went up with a terrific bang, and it was this that could be heard all over the ship as the morse key was pressed and released to form the symbols of the morse code.

Type 1 had a fixed gap but this was adjustable to a length of 22m for a maimum power. A blower was fitted to feed the spark gap and this was normally foot operated. To open the spark gap one had a wire drive operated by a wheel in front of the operator. The operator in the 'silent cabinet' (Transmitting and receiving position) started transmitting "MIM", adjusted the gap to a suitable width. Rarely was the gap opened fully.

I remember on one occasion that I was in Shanghai on a gunboat. The Fleet flagship, *Hawkins* was at anchor. World War I had just finished and at that time it was the custom for everybody on land or at sea to observe two minutes silence at 1100 on the 11th November. About one hour before this occurred, ships with high power transmitters had to repeat the Admiralty General Message to all ships at sea on 600 metres (500kHz). On this occasion I was on the upper deck when the *Hawkins* opened up with "Dah Dah Dit Dit Dah Dah". It echoed all over the harbour. Our Skipper – we only carried two officers, a Lieutenant and a Sub – yelled out to me, "What the hell is that noise all about, Sparks?". The message was in plain language so I read it and gave it to him. Half an hour later a sampan came alongside with the same message from the Flagship, neatly presented on a special signal form. My Skipper thought that it was great to have received a signal before the Flagship had delivered it.'

One of the chief problems of range with our transmitters was the fact that most of the reception was done on crystal receivers. These receivers consisted of carborundum and steel couples mainly, but telerium and galena were also used on occasions. An elaborate arrangement of tuning equipment for the receiver covered the bulkhead of a silent cabinet, where the operator was 'stowed away' whilst transmitting and receiving signals. The cabinet was so sound-proofed – the door alone was about nine inches thick – that the only sounds we could hear were the incoming signals coming through the tight fitting earphones suspended on a three foot piece of twin flex. The main receiver was known as a Type C. This was a contraption of condensers and inductances measuring about one yard by one yard. The operator's procedure was to twiddle the knobs until the strongest signal was achieved.

Coupled with this was a rejector unit. That was a massive lump of equipment. As the name implies, the operator had to twiddle the controls to reject the signals he did not want. It did work sometimes!

Big ships and also cruiser Flagships had a queer contraption known as a Magnetic Detector and was used to rectify the incoming damped waves. It was a long box with a glass top which contained a clockwork mechanism which caused a wire band fitted around two circular discs to be driven past a magnetic assembly which then rectified incoming signals induced from the tuned circuits. A white spot on one of the discs was provided to enable the operator to check from time to time that the wire band was being rotated by the clockwork motor when no

incoming signals were present. The clockwork motor had to be wound by hand at half hour intervals!

The Poulsen Arc set was the first CW set to be used in the R.N. It was so highly regarded that the Admiralty had the Type 18 fitted in the Admiralty controlled shore stations at Matara, Aden, Stonecutters, Seletar, Rinella, Gibraltar, Bermuda etc. There was no such thing as a world-wide transmitter so the stations just linked up, reading and passing all messages on to the next station in the chain. But even with this system every ship in the RN wherever it was would know the contents of the latest Admiralty message within half an hour.

The Poulsen Arc transmitter was a very high powered set. It required a gas known as hydro-carbonaceous, created by the burning of methylated spirits, for its operation. The methylated spirits was poured into the arc chamber, ignited by a taper and the topeof the arc chamber quickly replaced. The gas for operation was thus created. Poulsen Arc sets gradually disappeared about the 1920/1921 period.

Whenever ships docked or came in for a refit new aerials had to be made and fitted. This was a Sparker's nightmare! Hundreds of yards of copper wire were used in this operation and every W/T rating had to get on the job. The main aerials were of the 'sausage' type, made up with dozens of flat, round insulated discs, each disc having about 12 nicks in it.. A dozen single copper wires were run out on the dock side and the discs were then inserted so that each wire fitted in the corresponding nick. The discs were spaced at six feet intervals over the whole length of the aerial from foremast to mainmast. Each disc was then bound and whipped on every aerial strand. Next came the delicate job of hoisting this elaborate arrangement and ensuring that there were no kinks in the wires – these were NOT allowed. Cruisers and above normally had four such aerial arrangements while destroyers and sloops had two. Aerial drill usually lasted about one week before it was all complete.

We also had to maintain our own sets. If any Admiralty improvements or modifications to sets were promulgated, we had to carry out the necessary alterations to both transmitters and receivers. Coding and decoding was also our job. In those days there were no such ratings as Radio Mechanics or Coders.

When on watch, every message transmitted or received had to be fully logged. The Flagship would, out of the blue, would send for all logs and woe betide the operator whose log did not tally exactly with that of the Flagship.

Sparkers, particularly in small ships, were always regarded as the Jack of all trades. On my little gunboat up the Chinese rivers I was Sparker, Bunting Tosser, Captain's Secretary, Ship's Writer, Tanky, Sick Bay Tiffy, Lampy and Postman. For this I got an extra sixpence per day. With my little 500 watt Marconi transmitter, a crystal detector and "E" board attachment, I was the pride of the ship – especially when I could read the press which was sometimes re-transmitted by Stonecutters or *Hawkins* and if I could read the football results which Stonecutters used to transmit, I was invited to have a sip of every man's tot – luckily I was TT in those days!

Now and again I would have to transmit a signal. The Skipper would stop the ship, the Stoker P.O. would switch off all engines except for my little generator and switch off all lights. "OK Sparks, switch on". I would then pass my signal and acknowledge all signals sent to me and any general signals. Often I heard other ships passing on my signals for that was how we had to work in those days.

I think that it was about 1921 or 1922 that the first thermionic valve receiving sets came into general use in the RN. I well remember a Model 'L' receiver which was a lovely job. Reception was far superior to that to which we had become accustomed. However, there was always a joker about and one night whilst I was on watch I heard the National Anthem – at least I think that was what it was meant to be – coming over the air. The operator in a nearby ship was experimenting on the hetrodyne unit with his finger as the high pitched rise and fall of the note was unusually musical – providing you were a tone deaf musician!

Atmospherics were really terrible in those days. I don't know where they have gone to today! I was always told by the older ratings that the sea was not so rough as it used to be. Maybe I can say the same thing about the atmospherics of today .... but time is running out and I must earth my aerials and sling my hammock.

## QUOTATIONS

The miser and the glutton are two facetious buzzards: one hides his store, and the other stores his hide.

Josh Billings

I can resist anything except temptation

Oscar Wilde

I hate television. I hate it as much as peanuts. But I can't stop eating peanuts.

Orson Welles

## SEMAPHORE LIVES!

**by Commander M.G.M.W. Ellis RN**

"Do you know semaphore?"

As I had been reading a paper on the latest tactical data links proposed for the U S Air Force's Airborne Warning and Command aircraft, it took a bit of a wrench to drag my mind back to those sunny days on the lawn at Leydene long ago when I had been taught semaphore by CYS Sainsbury on my Long Course. I recalled that when we had got up to about five words per minute, their Lordships decided that Semaphore was no longer required as a skill for signalmen and so we dropped the subject.

"Are you a lover of ballet?"

While the first question had been mildly puzzling the second seemed wildly irrelevant! I was working in an exchange post on the Staff of the U S Naval War College in Newport, Rhode Island, and this was the Assistant Naval Attache in Washington who had telephoned me with these questions. I was beginning to suspect a leg-pull, when he came clean and explained that the Embassy had been approached by the New York City Ballet, who were developing a new piece call "Union Jack" which was to have a dance where everyone on stage semaphored a message in unison. Could I go down and help as the director, Mr George Balachine, was very keen to get someone British to show the company how to do it authentically?

Intrigued by the thought of seeing a ballet company at work, I decided to go, but first I had to brush up my semaphore after 15 years of disuse. Luckily, my ten year old son had a Boys' Book of Hobbies containing the code, so we spent two hours on Saturday afternoon reminding me painfully (literally – my shoulders began to ache after such unaccustomed exercise) of the arm movements. All the usual mistakes came back, M and S, W and O, K and V. Those who have struggled through it will remember them all.

On Sunday morning, I found myself driving to the theatre through New York's terrible traffic. The driving there is unbelievably bad, and to make things worse, you may be just congratulating yourself on avoiding being sandwiched by a cab and a bus, when – bang! – you drive into an enormous pothole; in New York's financial crisis it is the streets that are suffering most obviously.

However, I got to the theatre at the Lincoln Center for the Performing Arts on Broadway safely, and was taken up through various rehearsal rooms full of young men and women leaping and running about, to a special room, where precisely at the pre-arranged time, I was introduced to the principal dancers and the Director. Balanchine, as he prefers to be known, is a fascinating character; aged 72, but only looking 50, he is marvellously fit and cheerful. A lifetime of ballet (he started with Diaghelev in Russia before the Revolution) is obviously a recipe for a ripe old age.

Would I care to demonstrate the message 'God save the Queen' to the principals and they would follow my movements... By the second run through I was making a terrible mess of it, because Balanchine had set us up in front of the long wall-mirror which enables the dancers to see their own movements in rehearsal. To me however, I was seeing myself backwards and my Ms were becoming Ss, my Ks Vs and so on. So we all turned round to face a blank wall. GOD SAVE THE QUEEN. There was a quiet "Ah" from the dancers as I did the double E, for although they had been swotting up on their own copy of the code, they had never actually watched semaphore being made and did not know the procedure for a double letter. They learned fast and after about ten minutes they had learnt all the movements and all I had to do was correct a few arm positions. One of interest was D. the dancers were reluctant to partly cover their faces to get the flag vertical over their heads, this was not vanity but just long training to always keep your face open to the audience. To get the positions exact, I explained the basis of the code with its 45° steps around the clock. The word clock seemed

to be a good clue to the dancers who in practising individually could be heard saying "Twenty five past six, ten to nine, six o'clock... I'd never thought of semphore like that, but it obviously helped them to remember, even though the angles are not quite right.

It was amusing to see the variety of work clos clothes the dancers wore in rehearsal in place of their performing finery. Thick tights and sweat-suits were popular. The ballet-mistress wore an old cardigan down to her knees. One young chap was wearing a pair of thick red woollen tights which had obviously been knitted by his mother and had subsequently stretched in the wash. They were tied up right under his armpits and he looked like an animated rugby stocking! But smiles apart, it was fascinating being with these dedicated people. They work so hard. I was surprised by how small the women were, few were over five foot in height and all, of course, were very slim indeed. The men, on the other hand, were tall and very muscular. It certainly is a young athlete's profession, for apart from the extraordinary Balanchine, no-one looked older than twenty five.

Then we did the message to music. This was great fun, once I'd learned the trick of starting on time. I really began to enjoy myself and could have stayed there all afternoon, but the company had many other things to do, and soon had to scurry off to rehearse another section of the ballet. However, as I left the building through the main rehearsal hall, I was pursued by a coulpe of young chaps gesticulating and saying, "Is this an S?"

Two weeks later we went up to see the dress rehearsal of the show and it was magnificent. Intended as a bit of back-handed tribute to the current Bicentennial celebrations of Independence, in honouring the British as opposed to the Americans, Balanchine, with his composer Hershy Kay and designer Reuben Ter-Arutunian, has put together a set of British tunes, dances and colours to make a marvellous spectacle. The first half of the ballet is based on Army marching and Scottish dancing, with the company dressed in brilliant tartan uniforms, then there is a short and witty interlude telling a story about a Pearly King and Queen, before the last part, called "Royal Navy". Here the company are all dressed as sailors and dance variations on the hornpipe. The men all had proper pusser's uniforms – even to the black silk, but the women had some free adaptations including one group with very short skirts to rightly show off their beautiful long legs. The leading man, Jacques d'Amboise, leapt about the stage in a precisely controlled but incrediby complex series of movements, while Peter Martins ambled on, fag in mouth, to do an amusing but good-natured charicature of 'Jack Ashore'. Karin von Aroldingen and Suzanne Farrel provided a delightful feminine counter-point. The music and movement melded together into a wonderful kaleidoscope of colour and flow, while backcloths dropped down in the order St. George, St. Andrew, St. Patrick, to form a huge Union Jack, before the finale, when the company suddenly produced semaphore flags and spelled out their message to the tune of "Rule Brittannia" and a 21-gun salute.

And, bless their hearts, there wasn't one M for the S, one W for the O or one K for the V.

## FAMOUS SIGNALS – from "MAKE ANOTHER SIGNAL"

**(by kind permission of Captain J. Broome)**

When the Australian Cruiser *Brisbane* was visiting Hong Kong the flagship of the China Fleet, HMS *Hawkins*, gave an 'At Home' to enable the officers of the *Brisbane* to meet the local ladies. Whilst this At Home was in progress a swarm of bees settled on the quarterdeck awning of the *Brisbane*. The officer of the watch in the *Hawkins*, observing this phenomenon through his telescope immediately made a signal to the *Brisbane*-

HOW MANY BEES IN BRISBANE.

Back came the reply from the Australian Officer of the Watch:

HOW MANY HAWS IN HAWKINS.

## THE GHOST OF EAGLE BLOCK – FACT OR PHANTOM

by CY R.H. Richardson

"There's definitely something wrong with that place", said a member of the night foot patrol. "One of the upstairs classrooms is ruddy freezing but the rest of the building is red hot".

This chance remark, made in the middle of one of the hottest summers on record, started me thinking seriously about the odd things that have been attributed to the 'GHOST OF EAGLE BLOCK' over the past few years, and in fact whether or not there really is an ethereal presence in the East end of Eagle Block.

The story started in the early sixties when a young Wren, walking past the end of the block on her way to dinner, was tragically killed when the scaffolding collapsed whilst the block was under construction.

The first time that I personally came across any indication that there might be something odd about that block was in late 1966. Early one wintry evening a civilian cleaner came to the Quartermasters lobby, when it was situated beside what is now the Married Quarters Store, and reported that he had just seen a girl in one of the top windows of Eagle Block, and thought that perhaps one of the Wrens had been locked in. I was Quartermaster at the time and ordered the foot patrol to take the keys and let her out. They searched the block from top to bottom – and found nothing! We all had a good laugh about civilians drinking at work and promptly forgot the incident.

Over the next few years, on several occasions, and in various parts of the world, I encountered stories of a young girl being seen in Eagle Block from time to time. I always dismissed them as just stories. It is a well known fact that once an incident has happened in the Navy it gets added to and passed on until it bears little resemblance to the original happening. Everybody swears on the death of Nelson that it happened to them personally, and there is always someone on the messdeck to back them up, but I cannot vouch for the authenticity of any of the second hand stories. On the other had it doesn't mean that they can be dismissed as pure fabrication as, quite often, messdeck stories do have some foundation in fact.

The story of the Ghost of Eagle Block' is widely known throughout the Communications Department and some foot patrols refuse to walk through the block at night alone. Several people have claimed that they have experienced instant temperature drops in certain parts of the block, always upstairs and always at the East end. Others are firmly convenced that there is something there but cannot define what.

On several occasions this year lights have mysteriously been switched on in the block, upstairs and always at the East end. To bring the story right up to date the last occurrence seems to have been on Saturday 10th July 1976. On that night, at 2150, the foot patrol reported a light on in Eagle block – 26 classroom – despite the fact that rounds had been going on all day and nobody had seen it previously. At 2152 the patrol entered the block and reported hearing noises upstairs. At 2200 the Leading Hand of the Emergency Party went to assit and at 2205 the Firefly was called out to illuminate the roof. The Petty Officer of the Guard found the roof door open and it was assumed that an intruder had broken into the block. At 2207 a light came on in the Wrens Heads, and the Firefly driver reported possible movement upstairs in the block.. At 2228, after a complete search of the block had drawn a blank, the block was secured. The light in Classroom 26 was left in the on position as the 'pull cord" had broken off when the patrol had tried to switch it off. At 2333 the patrol reported that the light had mysteriously switched itself off.

I am not sure whether I believe in ghosts or not. I can state quite categorically that I have never seen a ghost and I don't know what my reactions would be if I was confronted by a ghostly presence. I think perhaps I would probably need to change certain items of kit.

Meanwhile, the story of the 'Ghost of Eagle Block' goes on, and gains in the telling, just like the story of the Ghost of the Roman Centurion who roams around in North Camp, but that's another story .....

## FACT OR PHANTOM – POSTSCRIPT

by FCCY E.H. Gilbert (T2)

As Security Officer for Eagle Block, though I have heard these stories, I have had no personal experiences of such happenings. Delving into the background however reveals the following facts.

The fatal accident referred to occurred at 1230 on Wednesday 15th February 1961 and happened at the East end of Eagle Block. The building was being erected and a builders labourer was erecting scaffolding around a temporary door which was located in the centre of the East wall. He was holding a key pole whilst his mate fetched the next part of the puzzle. He felt a vibration in the pole, lost his grip, and a section fell to the ground. unfortunately at this moment

a young Wren was walking beneath and was fatally injured. She was 18 years old and had only served 3 months in the Service. The girl was rushed to hospital where she died the following day. The latter point is perhaps significant to the 'non believers faction'.

During the recent winter 75/76, 'T' Section Regulating Office, were asked on several occasions if the heating could be turned up at the East end of block. This was despite the fact the rest of the building heating was more than adequate. One classroom in particular appeared to be noticeably colder than the others. It still does seem colder even now, in summer.

The mysterious switching on/off of lights over the years have on occasion been documented. E Entries can still be found in the Quartermasters incident log regarding these happenings.

Mr. Clist, the civilian maintainer, remembers an odd occurrence. One saturday some years ago, whilst doing maintenance on the voice equipment in Eagle 26 classroom, he plugged in the amplifier and left the classroom to do some work in his workshop. He was alone in the block but when he returned to the classroom sometime later the plug had been taken out. The plug could have been removed by one of the random foot patrols and he cannot swear that the patrol had not entered the block. He is however fairly certain that no one had entered the building.

Is there something odd about Eagle Block? Does a reasonable explanation exist for all these events? Perhaps I should ask, 'Do you believe in Ghosties and Ghoulies and long leggity beasties? or have you heard things going bump in the night?" Here I am, a mere mortal, dare I say 'rubbish'?

I can remember doing rounds one night and seeing a lady in a white billowing dress galloping down the Broadwalk on a white horse, but that too is another story .....

"MORNING SIR... CAN I SEE YOUR DRIVING LICENCE?..


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INDEX LINKED

# SAVE AS YOU EARN

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Probably the first Royal Navy man to receive his long service medal from a Dutchman is 33 years old Communication Yeoman Malcolm Sked of Park Crescent, Easthouses, Midlothian.

He has been serving for the last eighteen months in HMS *Nurton* and more recently in HMS *Kirkliston* during duty with the Standing Naval Force Channel, the NATO five nation mine countermeasures squadron.

Yeoman Sked received his award from Dr Joseph Luns, Secretary General of NATO, during a ceremony at the Dutch Naval Base at Den Helder when command of the Squadron passed from the Royal Navy to the Royal Netherlands Navy.

He was the senior communications rating in the eight ship, British, Dutch, German, Belgian and Danish force while it was under Royal Navy command.

A butchelor, he has spent eighteen years in uniform, serving at Fleet Headquarters at Northwood (Middlesex) before going afloat with the Standing Naval Force Channel.

In the photograph he is congratulated by Sergeant Peter Poole of the Netherlands Navy (right) who has taken over his work from him.

## THE ROYAL CORPS OF SIGNALS

**by S. Sgt (Y of S) Thornton**

Signals in the Army first originated in India in the mid 19th Century with the introduction of heliograph. This task was undertaken by Royal Engineers. With the invention of electrical line signalling in the latter half of that century, the use of signalling increased to such an extent that a separate Signal Section of the Royal Engineers was formed. This situation continued into the early years of the 20th Century with communications being achieved by heliograph, line and later primitive wireless (morse only) and semaphore and for night work the Begbie lamp.

In World War I, the Signals branch of the Royal Engineers were mainly employed with complex line/telegraph systems through the trenches and with simple MF/HF radio communications. The latter improved as the war progressed.

By the end of the war, the importance of electrical communications was at last fully appreciated and in 1920 the Signals branch of the Royal Engineers became a separate Corps with its own cap badge – and so the Royal Corps of Signals was formed.

The Royal Signals had the distinction (until 1963 when the Royal Army Service Corps cecame the Royal Corps of Transport) of being the only Corps in the Army to be called a "Royal Corps", all the others being plain "Corps" – The Corps of Royal Military Police for instance.

In seniority, the Royal Signals is junior to the Household Division, Cavalry Regiments, Royal Artillery and Royal Engineers but senior to all other Regiments and Corps.

During the inter war years, emphasis was placed upon line communications and the Royal Signals entered World War II primarily as a cavalry corps, with the main army communications from front line to Corps level being provided by field telephone networks laid by

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cable wagon. A cable wagon consisted of a 4-horse team harnessed to a cable laying wagon and manned by up to 8 signalmen.

The wide spread theatres of war together with the change from the static tactical situations of World War I to the rapid moving battlefronts of theatres such as the Western Desert necessitated a departure from the traditional cable techniques and as a result HF mobile communication techniques were tried and found to be successful thus laying the foundation for modern communications in the Army.

This was the time of the famous "19 set", the predecessor of the "62" set which provided HF Field Net communications for the army up until the mid 1960s. At this time it must be remembered that all long distance communications were by the use of HF CW links and Staff-to-Staff direct communication was unknown except where field telephone networks had been laid in static theatres. Even then, communication had to be via a manual switchboard and was, of course, insecure.

With the entry of the United States into the war in 1942, new methods were tested and tried in the field. For the first time VHF communications, unknown in the UK military scheme of things until then, was tried out and found to be successful.

It was during the campaign following the Normandy landings that Radio Relay was first used in "anger" and although primitive in comparison with modern day methods, provided for the first time a trunk system whereby Staff at the front could talk directly with the Staff at Corps level via a multiplexed Radio-Relay chain. Towards the end of the war this network had expanded far beyond the original expectations and extended through Germany back to the terminals at the Channel ports.

This set the pattern for the future and during the post war years, right up until the early 1960s, Army communications from Division level upwards was provided by the Royal Signals using multi-channel radio relay and interconnected line systems on a chain of command bais with terminations at each level. However, Staff to Staff communications were still only possible via manual switchboards and secure communications were only possible using "off-line" systems and specially trained operators.

This system was unsatisfactory for a swiftly moving force so in the early 1960s a project was designed that was to be a joint UK/US venture which would provide a multi level grid system with secure speech to enable officers at the front line to talk directly and securely to any level in the chain of command – even back to the Prime Minister if necessary. Unfortunately the United States decided to discontinue work on the scheme and Britain was unable to afford to "go it alone", and the scheme was dropped.

Instead, a "stop-gap" was introduced into service in 1968 and this provided a grid system and fully secure trunk dialling down to Brigade level. This scheme was designed to remain in service for no more than 5 years until replaced by a new generation communication system.

Unfortunately this new scheme also fell by the wayside and was replaced by a project providing a fully computerised trunk system with plug-in terminals for any user through the system giving immediate access to any level. Again, due to defence cuts, these new equipments have been delayed and the latest estimate for the introduction of the new system is the late 1980s.

Inevitably, the delays in implementing the new system has necessitated a re-think on our present communications in order that they may keep ahead of our enemies. The present situation is that the surrent system has been re-designed into a "super system" and that the ageing net radio equipments will be phased out of front line service during the next 2 to 3 years and replaced by a new and very efficient range of equipments known as "Clansman". This super system will provide field net communications throughout the range 1.5 to 70 mHz with greater ranges and greater reliability than has hitherto been known.

In the Radio Relay field, steady advances have been made from the old wartime VHF Radio Relay to the multi channel, secure VHF/UHF equipments available today. Further new and improved equipments are expected to come into service within the next two years.

A recent innovation in Army communications is the "Net Radio Access". This is a system where a vehicle fitted with the necessary "Access" unit can interconnect the net radio system and the Grid system and thus provide direct communication forward of Brigade. This system has undergone successful trials and will now become the main form of forward communications between Division HQ and the newly formed Battle Groups which, following the latest defence review, have replaced Brigades.

This brings the story of the Royal Signals up to date. The Royal Signals maintains its own communication equipment and provides first line repair to other arms equipment. Heavy repair is, however, undertaken in REME workshops.

## ROYAL NAVAL AMATEUR RADIO SOCIETY'S INVOLVEMENT ON BOARD HMS BELFAST

**By D. Walmsley Vice Chairman RNARS**

The RNARS involvement with HMS *Belfast* commenced in September 1973 when it was decided to operate an amateur radio station on board, this was our contribution to the Radio Society of Great Britain's Diamond Jubilee celebrations. We asked for and received permission to use the special callsign GB3RN (Great Britain Three Royal Navy). This event was extremely successful, so the decision was taken to repeat the exercise annually, this has been done but it was not until 1975 that we fixed the exercise to coincide with the Easter leave period.

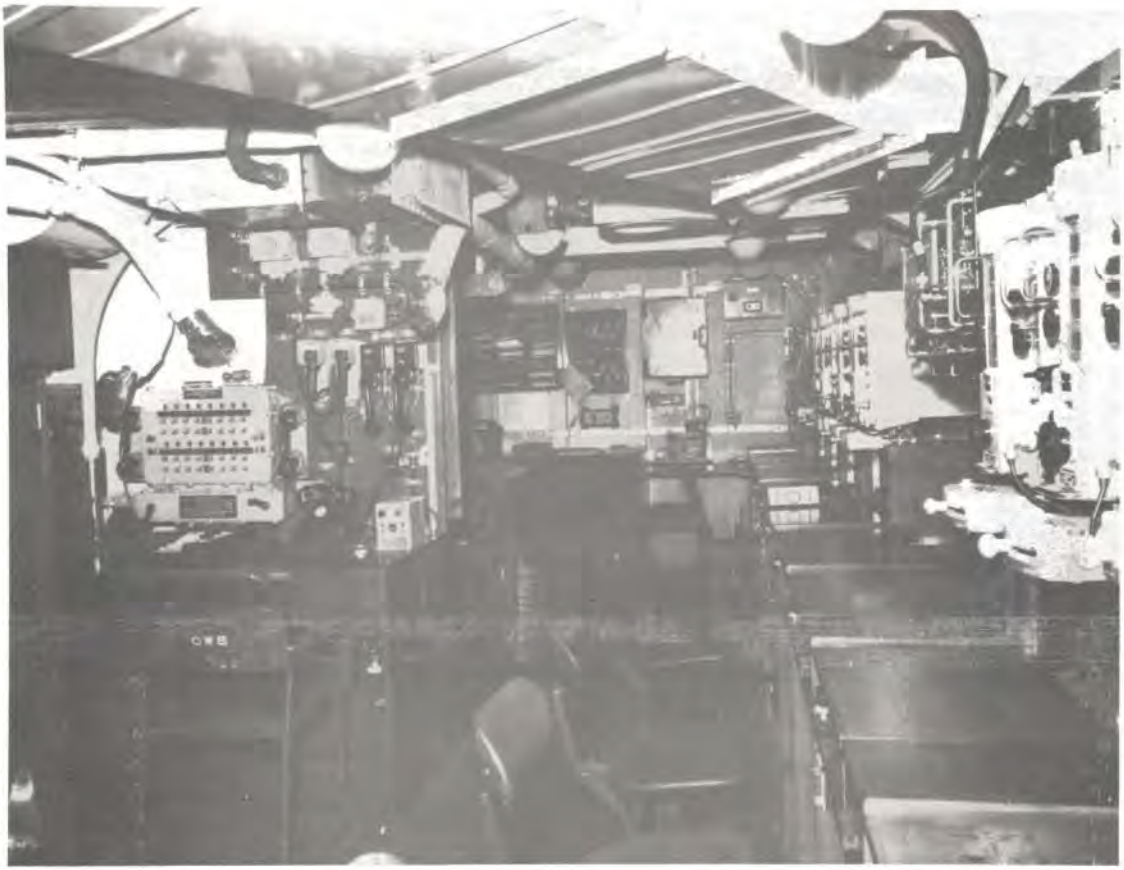
Our first operation took place from the Admiral's bridge but this was reopened to the public early in 1974 and we took over the bridge wireless office, a much more suitable location for radio operating. When we first used the BWO it was empty except for an old 618 transmitter-receiver, every other item of the original equipment had been removed.

Our membership didn't like this and we decided that we would try to rectify this situation, using our own labour and resources. Work on this project commenced in January 1975 and is now virtually complete and the BWO is now included in the normal tour of the ship. Equipment came into our possession from many different sources, much of it being unserviceable, but slowly but surely the situation is being rectified, so far three B40's, a B41 and a B28 have been repaired and are in working order. Parts are needed to complete the others, mainly control knobs, plugs and sockets. The work has mostly been done in the evenings and at weekends by members who live in and around London, very few of us being serving RN these days. At least after our efforts the BWO does resemble its appearance after the 1956 refit, but we could still do with extra radio equipment of this or earlier vintages.

Now to this Easter's activity period, the amateur radio station GB3RN commences operation on Good Friday and we kept going continuously for ten days, using a very rudimentary watch keeping system, not real pusser, but near enough, it must be remembered that everyone is a volunteer, it not being a normal Service duty by any means, and many of our members who support this activity are no longer young, and some still suffer from disabilities incurred during two World Wars. You can't expect a lad of 70 plus to stay up all night (needless to say some of the older ones were the most enthusiastic). This year over seventy members supported the activity, ranging from serving commanders right down to a very junior JRO, ex-service personnel covering all branches, ranks and ratings of RN, RM and WRNS, we even had three ratings who previously served aboard the ship, John Kerr, George Longden and Len Currie. The volunteers mostly came from within easy reach of London, but others travelled much further, from Weymouth, Portsmouth, Exeter, Darwen (Lancs), Halesowen and Huntingdon.

Three seperate radio operating positions were used, one covering 14 and 21 Mhz, using American equipment, a Drake TR4C transceiver kindly loaned by a member, one covering 1.8, 3.5 and 7Mhz, this used Japanese gear, Yaesu FTI0I transceiver, also loaned by a member, the other station was on 144Mhz, again using Japanese equipment, a Trio TR7200G, kindly loaned by W. Lowe Electronics of Matlock. I am rather ashamed that we couldn't use British equipment, but unfortunately UK manufacturers no longer make the range of products demanded by todays radio amateur. The modes used were single side band, telephony, morse telegraphy and frequency modulated telephony (VHF only), i.e. AI,A3J and F3 for the initiated.

The ten days activity was extremely sucessful, nearly 2400 contact being made with other amateur radio stations in 74 countries. Among the countries that we contacted were Australia, New Zealand, South Africa, Canada, United States, Brazil, Barbados, Zambia, Japan, most of Europe and hordes of Russians and East Europeans. Amateur radio is a universal hobby and is permitted in most countries, the exceptions being China, Albania and a few of the emergent African nations. Subjects discussed are very limited, exchange of signal report, name, location, weather and a brief description of equipment in use, the common language is English. The radio amateur comes from all walks of life, top of the tree like King Hussein of Jordon, scientists, priests, politicians, you name the trade or profession, and you are sure to find



*BWO, HMS Belfast*

at least one amongst the world's radio amateurs.

During Easters activity we were fortunate in having Captain of the Signal School, HMS *Mercury*, Captain D.A.P. O'Reilly do us the courtesy of visiting our amateur radio exhibition station. It was arranged that he be paid the proper honours as he boarded HMS *Belfast*, one of our members is WRNR and very proficient in her piping. He was received on board by our Chairman Lt Cmdr D. Hotchkiss OBE. R.N. and the secretary FCRS M. Matthews, and the Vice Chairman D.F.J. Walmsley, ex-air mechanics electrics, who deals with the organisation and arrangements for the activity period. Aforenamed Vice Chairman then conducted Captain O'Reilly, who is President of the RNARS, to the BWO and introduced him to the many members present, he spent a considerable time talking with them and inspecting our work and expressed himself very satisfied very with our efforts.

After this we adjourned to the club bar and suitably entertained him.

The other personality who visited the BWO during the week was Donald Burton, Commander Nialls of the Warship TV series, he was also extremely impressed, and is a most entertaining person to converse with.

The Society would like to thank the HMS *Belfast* Trust for permitting us to use the BWO and the ships other facilities, special thanks to Cmdr J.L. Redrobe R.N., OIC. HMS *Belfast* and to his staff for their assistance, hospitality and tolerance. Without them we would be at a loss.

If anyone reading this wants to assist us, either with equipment or hard work, and are radio amateurs or are interested, will they please contact:– The Secretary, RNARS HQ Station, G3BZU, HMS *Mercury*, East Meon, Petersfield, GU32 1HE.

HMS *Belfast* is open to the public throughout the year and is well worth a visit, ex-HMS *Belfast* rates especially welcome.

*"The Golden Team"*

## COMMCEN HONG KONG

**by CRS C.C. Webb**

With this latest Gold Commstar Award, the Main Communication Office, HMS *Tamar* is now, without doubt, the most efficient Commcen ashore or afloat in the Royal Navy. To date we have attained:

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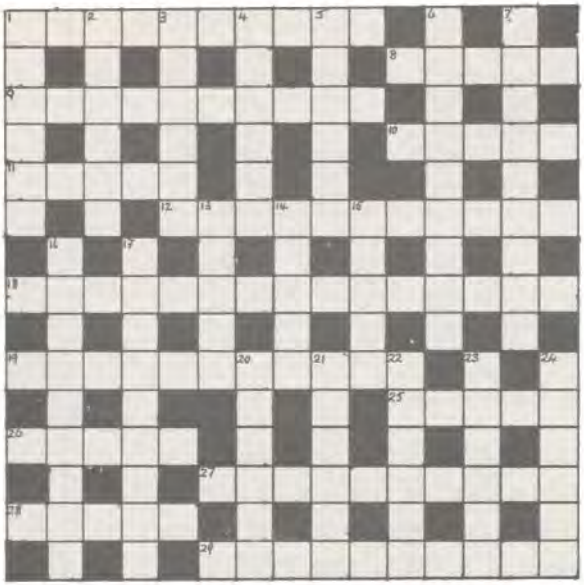
The team photographed above includes CCY(TCI) George Middleton (Admin Chief.), CRS Chris Webb (Ops Chief), LROs Dave Jeffrey, Slinger Wood, Tim Nute, Terry Baldwin, Porky Ryan, Smudge Smith, RO1s Nobby Clark, Katey Keates, Supergoll Potts and last, but by no means least, the boss Commander A.H.F. Wilkes, MBE (Staff Operations Officer).

*Editors Note:*
*I am sure that CRS Webb will not be allowed to get away with his first sentence of his article. Who is going to take up the Challenge?*

## CHRISTMAS QUIZ

1. Who is the patron saint of France?
2. The only Englishman to become Pope was Nicholas Breakspeare. What name did he assume when elected supreme pontiff?
3. A famous English poet once became the Secretary to the Governor of Malta. What was his name?
4. Who wrote under the pseudonym of Maxim Gorki.
5. Logarithms are useful aids to mathematical calculation. Who invented them?
6. What is a herpetologist?
7. Who was the Swedish Nightingale?
8. Who composed the music for "Rule Britannia"?
9. Give the names of the Three Musketeers.
10. How many players are there in a Lacrosse team?

Solutions on page **39.**



## CHRISTMAS CROSSWORD

**by Ann Jewell**

### CLUES

**ACROSS**

1. Beth's man in exile. (10)
8. Takes a bit of meat. (5)
9. Let us trail about to show you. (10)
10. A day before the split there was some leeway. (5)
11. Let gravity take over in the wood. (5)
12. Charge me for the text – I'd scare easily otherwise. (6, 5)
18. No nob cocktail, I'm sure, has such security. (11, 4)
19. A rubber plate may be the answer for the agitated. (11)
25. The E.E.C., in fact, has many Dutch uncles. (5)
26. The camera dared to show the position. (5)
27. Form a chain of segments which obliterates without direction. (10)
28. The costs vary for these payments. (5)
29. Alternatively I take a drink with a friend in the first place. (10)

**DOWN**

1. Second class crest to cross. (6)
2. Attack the sentinel so. Now you have him in a hold. (6)
3. Send out an S.O.S. – sediment has messed it all up. (6)
4. I'm with three rights, love, reflect on that. (6)
5. Knit Richard a sweater or he'll be all acid inside. (6)
6. Really ten years is hardly forever. (9)
7. The derelict chapel in the fen has very little money. (9)
13. "To be strengthened with might by his Spirit in the ..... man." (St. Paul to the Ephesians)
14. Most films rate "X" now – no longer unusally. (5)
15. Keep control lest the goblin appears. (5)
16. Make a clear note to allow a range. (9)
17. Removes the carts with the bats in front. (9)
20. Flatter the goat. (6)
21. Go along with noble gravity. (6)
22. Chickens ignore the middle mark. (6)
23. Ruin the fable before the learner and it will occur. (6)
24. Only I depend on it. (6)

Solution on page 18

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## COMMCEN LASCARIS

News at last from the Royal Navy's most easterly communication centre. 1976 has seen a number of changes in the *Lascaris* scene both from the personnel and the technical view. Visits from VIPs have flowed throughout the season causing poor old GIGI (for those who remember him) to be constantly "on the mop and broom" in between his errands to the Valletta Wimpy.

On the technical side we will have lost some of our long established communication facilities by the time this article goes to print, all part and parcel of the Malta rationalisation plan leading toward the final withdrawal in March 1979. Turn round of personnel shows Lt. Cdr. Goacher relieving Lt. Cdr. Phillips (SCO), POW Mitcheson relieving POW Boyle, FCCY Underwood, CRS Mahy, RSs Crayford, Newton, Downey, McBain and POW Howard to UK without relief.

Sport continues well with a full season of cricket just completed in the Malta league. The Commcen team eventually formed the backbone of the RN XI and although we never won a single league match we were an absolute thorn in the side for other teams as they never knew by wha margin they would beat us, therefore could not judge points positions. The football team is just about settled now under the captaincy of LRO Thompson and have won a couple of games in the early season.

Visits to Malta by HM Ships have been few and far between however, this month did see *Fearless, Fife, Andromeda, Brighton, Mohawk* and *Tidereach* all in Grand Harbour at once – a formidable sight to the tourists!! Our best wishes to LRO Tug Wilson and his bride LWRO Elaine Denning now in UK (thanks for the cake) and also to LRO Moutter and his bride LWRNR Britten who met at *Lascaris* during Exercise "Dynamic Endeavour"!! Finally a poem from the watch with apologies to professional poets.

*Former Secretary of State for Defence with members of the watch.*

Here's another island in the sun,
where Jack and Jenny had lots of fun.
Drinking Hopleaf, Cisk and Blue
duty-free cars, cheap price brand new.

But all that now is in the past,
the staff here's getting smaller fast,
Bee Eleven Mike is closing today,
so you can't read Malta now 'now way'.

We'll soon be deleted from RNCPs,
and leave a gap in Medcomplan where we used to be,
so next time you come for a trip round the Med
stay with Whitehall or read Gib instead.

## THE MAGNIFICENT (LAST) SEVEN

**by 3/O Kennedy**

THE MAGNIFICENT SEVEN – yes, that's us, the remaining female-type communicators in Malta. A very rare breed! Who's us you may well ask? –

Firstly, Third Officer Issy Kennedy (Blue Leader) who is PCO (Principal Cryptographic Officer) aided and abetted by two PO Wren RS's, namely Bobbie Mitcheson and Frankie Howard (Crypto Supervisors). Our four Wrens are Gill Buck, Ruth Johnson, Maggie Dobie and Lynora Lewington (soon to become Mrs Kennedy, but no relation to our PCO!)

Well, we really have to keep the Women's Lib flag flying out here (an increasingly difficult task with everyone gradually leaving) but we do have one claim to fame in that Bobbie is soon to be appointed as RSOW. Eat your heart out, Sea Dad! Otherwise even with our small numbers we do succeed.

Life here though has changed considerably during the last few years – although no longer the completely swinging Island in the Sun with endless visiting ships, barbecues, banyans and so on we do have enough of the latter to make life on our Mediterranean Island great fun. Summer here, though was not as hot as in UK, has been great – expeds and banyans taking us as far afield as exotic Gozo and Comino, the usual run of parties and barbecues and even (surprise, surprise!) a few visiting ships of the ol' grey funnel line have called in to say Hi!! (A quick thank you here from Bobbie and Frankie to the

SR Mess of Hydra for a great run).

Anyway, as *Mercury's* last female representatives on the Island we have to say a very sad "au revoir". Gone soon will be the glorious days of Whitehall Mansions, ships, matelots, Wrens and Lucky's Bar, but no doubt the memories and stories of Malta will be around for a few years yet.

The first of the birds to fly the nest will be Third Officer Kennedy and PO Wren Howard – both bound for the home of the Winged Messenger, somewhere on the outskirts of the great metropolis of Clanfield. Then Lynora who's leaving us all for a life of wedded bliss – good luck everyone!

Well, guess that's about all. We leave you on one nostalgic note .....

"Oh island in the sun,
We've been here for far too long;
All our days we shall live in fear
Of your Marsovin and your Hopleaf Beer"
Bieee!

**SOLUTION**

**ACROSS**

1. Banishment
8. Steak
9. Illustrate
10. Drift
11. Grove
12. Direct taxes
18. Combination lock
19. Perturbable
25. Niece
26. Radar
27. Strobilate
28. Scots
29. Originally

**DOWN**

1. Bridge
2. Nelson
3. Sossed
4. Mirror
5. Nitric
6. Eternally
7. Halfpence
13. Inner
14. Extra
15. Troll
16. Tolerance
17. Abstracts
20. Butter
21. Belong
22. Ensign
23. Befall
24. Merely

## A BIRD'S EYE VIEW OF WHITEHALL

### (or I was a Whitehall Reject)

**by WREN Radio Operator Judith Parrott**

To be drafted to Whitehall is like a fate worse than death, or that's what I was told. I was informed of my draft and like every new Wren from HMS *Mercury* I went with all enthusiasm to reveal my newly found status to my so called friends, only to be greeted with "well never mind, better luck next time". Full of dejection I set forth for the Big City not knowing quite what to expect.

Being the proud owner of a car I embarked on London with more than a few misgivings. Manned with a map of London and a most able navigator, my teddybear in his close fitting safety belt, I set about finding Furse House, my home for the next sixteen months. It was easy, I'd got the address, I'd got the map, I couldn't go wrong, or could I?

It was easy getting into London, anyone could do that. True to Navy tradition I arrived an hour early just to allow plenty of time to find Furse House. Surprise, surprise – two hours later I was still driving around the one way system quite unable to reach my destination, or doom, which ever it was. As all will realise who have been to Kensington, we have a slight shortage of English people, so 50 foreigners and two gallons of petrol later I arrive at Furse House.

All very impressive apart from the fact it was in a parking meter zone and not one space within one hundred yards of Furse House was vacant. Still quite undaunted, I staggered 150 yards down to Furse House with cases, kit bag and all the usual gear one takes on draft, at the same time balancing my hat in a somewhat precarious position. Dropping all, or nearly all on Furse House steps, I leapt to the main door to be greeted by a notice reading "Officers and Senior Ratings only – try No. 37". Still unperturbed I picked up my trappings and staggered back to No. 37. I'd made it at last.

All the preliminaries over I was shown my cabin only to be told "You're lucky, you're on the second floor – we have four floors." Counting my blessings I returned to the ground floor to collect my goods and chattels. Here's where my luck changed. There was a lift, which one uses once in a liftime, on arrival.

At last I was installed in my haven, ready and awaiting my next step, the Communication Centre Whitehall, more commonly known as the Commcen. There, the next day, I was finally launched onto the world of communications, which might I add, has never been the same since.

I must confess as a new Wren I was more impressed by Furse House than the Commcen, however as I have learned through experience, everything works at the Commcen, which is more than can be said for Furse House. First impressions over, I had to get down to some work.

My first important task was TARE tails, and for those not in the know, this is a receive arm from our never failing computer TARE. For most this job would have taken a few hours to master, for me that wasn't to be so.

Week after week I ploughed on with my TARE tails, never failing to get my log sheets in a mess and the router (a man of course) in an even bigger mess. At last the day came when I did it, I really did it, and I was rewarded with a job change. I was the bees-knees, well, the ship room tapist really, I now had real live signals to tape up. As one can imagine all through my harrowing weeks on TARE tails I never did any typing so by the time my big opportunity came I was useless. Or at least that's what they kept telling me (men, well, sailors can be so cruel when they want to be).

Everyone was good, no-one ever shouted at me no-one lost his temper – I was just ignored. However, I did catch one of them going slightly blue, I presume with anger.

However, throughout the sixteen months I have acquired a few more job changes and have seen all departments of the Commcen in action. Each was glad to see me come and ever happier to see me go. But at last I'm pleased to say I have found my niche, I'm the rejects operator, or more commonly known as reject!

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# FLEET NEWS

## HMS APOLLO

**by LRO(W) Ken Mould**

After almost 18 months since our last contribution its time to put pen to paper and remind our readers that *Apollo* is still around and will soon be back in Portlandia.

Our last six months or so have been spent refitting in Pompey – a welcome break from the rigours of Portland running and the chance to catch up on outstanding courses and overdue leave – or that is what we had hoped! After only a couple of days in dock the phone was ringing ..... "can you spare a sparker, a buntin' and maybe a couple of gollies for a months pleasure cruise?"..... "Well er! Actually we're going to Iceland and we are thin on the ground for communicators." So much for the catching up on courses and leave! Half the department up the Ice, half a dozen helping out round the Squadron (we're F2 remember), a killick or two in Guzz and a few more hands scattered between New York and the Black Sea (its OK for some). Ah well take the rough with the smooth and its not been such a bad time.

Geoff Lodge is nearing the end of his LRO(G) Q course and we hear he's quite optimistic (fingers crossed). Congrats to LRO Richmond on passing his RS Q course and also to LRO Nobby Clarke on his RS Prov success. At this stage a word of thanks to all the ships and comms departments who have been so forthcoming in their help for our Task Book merchants whilst we have been out of commish.

The comms Fleet Support Party (whatever happened to OXP) returned to the ship by mid August to be issued with shipping hammars (good for making pretty patterns on bridge windows) and paint brushes – completion date in sight and only 90 chipping days to work up. The mountaineers are now down from the mast; the signal deck is looking OK and even the pretty bridge window has been replaced; the MCO is beginning to look more like the real thing and we reckon *Apollo* looks pretty smart.

HATS and SATS are next on the agenda and with a little luck a quick foreign run before Xmas leave. January will see *Apollo* return to her happy hunting grounds, Portland, as the hunted for the first couple of months, then back to our old routine of class running.

On the sports and social side the comms darts team taught *Tiger* a thing or two but learned the same lesson from *Kent*. We were narrowly beaten by *Dundas* on the soccer field but we are not disheartened and we are open to any kind of sports or social challenge from any COMMS team, Darts, Soccer, Hockey, Basketball even Gronk trapping.

Finally, good luck to those who have left us in the last few months:–
CCY Wing, LRO(T) Healy, LRO(G) Crighton, LRO(W) Clements and Parry and RO Little. In their places we welcome CCY Madden, RS(W) Norman, LRO(G) Clarke (second time round), ME, LRO(W) Noble, RO's Pullan, Beevor and Lote.

Remember only 1 P in *Apollo*.

## HMS AURORA

**by RO1(G) Horrell**

By the time this article goes to the press we would have just finished our Portland work-up and had a five day "jolly" to Copenhagen.

We started our work-up on September 3rd and have been in competition with HMS *Euryalus* all the way through as they have been doing almost exactly the same programmes as us.

As we are almost identical ships (they have just had their SCOT removed) we thought that both of our Communications Departments should get to know each other better and arranged a couple of social evenings during out two harbour weeks. The first competition was a darts match, which was held in the Breakwater Hotel, and needless to say we won by four legs to three followed by a two gallon beer leg which we also won. Fortunately for them, time was called as the final double was achieved and they couldn't buy any more beer!

The second social was held on our second harbour week in The Little Ship and turned out to be a very interesting skittle match. Again, we won, by a margin of 42 pins! But on both occasions it turned out to be a very enjoyable evening for both sides and improved our relationship immensely.

All the way through Portland we have been keeping an MCO 'Faux Pas' Table and some of the best ones go like this.

"Oh, by the way Thommo, the Yeo wants you to read the daily FRX from *Drake* after stand easy OK? Yeah OK Dave."

Ten minutes after it was due to start Thommo realised that things were not right so he decided to flash some W's at him (for those Buntings who don't know or who have forgotten W's means train your lamp) Just before the FRX was due to finish Thommo noticed (or dug out from the depths of his brilliant brain!!??) that the lamp he was flashing at was a DSL".

"Another hotty came from RO2(T) Taff Aldred whilst doing a Precautionary landing

exercise in poor visibility. He was told to use the starboard 20" lamp and driect the beam directly up into the sky so as the helicopter could get a bearing on the ship. While he was supposed to be doing this a rather worried voice piped up from the bridge on the signal intercom asking him where the beam was. Back came Taff "Well you didn't tell me to switch it on did you". Never mind, Taff, but we definitely won't recommend you to switch on the Blackpool Illuminations (Sorry Mr. Mayor, but you didn't say switch them on).

During our third sea week, ten ships including ourselves took part in 'Westaxe' off Lands End. Signal traffic wasn't quite as busy as we expected but the weather was a slight hazard to any serious work being carried out in the office as half of our crew were trotting up and down the burma way all night due to the Force 9/10 blowing outside.

If anybody wants to know how to flood a CCR then we must be the specialists. During one of our many NBCDX, a salt water main in our CCR fan chamber burst at one of the joints. This was due to the Stokers isolating the fire main and connecting three pumps to it. Simple enough you may think, but when all three pumps were started at the same time the pressure was just too much and the fan chamber was four inches deep in water. Then came the job of pumping it out. Another simple task which went drastically wrong and very quickly put all of our HF gear out of action. As the pump was started up, the hose wasn't connected properly which in turn proceeded to spray salt water all over the sets. We ended up seated on the flight deck with the 635 sending Immediates to Portland!!

Finally, we say goodbye to LRO(G) Tiny Little, who has gone on draft to the ROSM Branch in *Dolphin* and welcome his relief RO1(G) Ian Molloy. We also welcome two Juniors from *Mercury*, JRO(G) Dutchy Holland and JRO(T) Geoff Elsom.

Well that's about all the news for this edition. I am sure we will have lots to write about in the Spring edition as we will be on our first foreign deployment since starting refit four years ago!!

## HMS BLAKE

**by CRS(W) Tim Spencer**

"We really ought to draft something for the Communicator" this time, Chief. "After all, as FOF 1's Flagship, next to the Royal Yacht, we are the senior Ship of the Fleet". These words were uttered by Lt. Cdr. Ian Peel, NO(C), or, to the uninitiated, the SCO, having taken over from

Lt. Cdr. Charles Crichton who sadly departed in October 1975 to be FEWO.

So here we are, with a staff of 54 compared with 76 at this time last year. Drafty calls it reduced manning, but we reckon there's more to it than that. The signal load never seems to fall, in fact it's sometimes more like Pitman's School for shorthand.

It's a year ago this week that we came back from our Group Deployment, and what an eventful year it's been. We have been chosen on many occasions to star in varying exercises, some even featured us prominently, and payment in runs ashore was not that usually afforded to such star turns. Exercise "Highwood" (October), "Ocean Safari" (November), "JMC 761" (January), "Spring Train" (February) and "Open Gate" (April) were rewarded with three weekends in Rosyth, ten days in Gibraltar, weekends in Cardiff and Portsmouth, and even seven days in Hull where LRO Chris Burnham added some really rare fossils to his already envious collection.

Ronnie Blanchard, our Chief Yeoman, left us last month to return to the shores of Burntisland and the life of being an RA (Again!). To many, 'Old Ron' will be remembered for his humour on the seas with Nelson, even though in this modern age he reported UGRA 976 as HMS *Exmouth*! Stan Dickins, whose 80 decibels of directed noise can be heard from John O'Groats to Lands End has joined as his relief.

Freddie Fox is still with us as CRS, but is shortly to be relieved by CRS Day, and I go in March '77. We are also losing our ASCO, S/Lt John Lindridge RAN who leaves us for, dare I say it, our sister ship *Tiger*.

The Ship visited Rotterdam last month for BRIT 76 week, and at the time of writing, we are in Kiel for Kiel Week, a sort of Germanic Cowes. There are ships from virtually every

NATO country thinkable, including the Irish who amused the whole fleet by giving a cocktail party using pints, quarts, and even shorts of ..... yes, you've guessed it, Guinness!.

When we return at the end of the month, it's goodbye to a lot of the Communicators as the Ship is going into refit for at least nine months. To them and to those who have left since the last edition and to those with whom we have worked during the last year on ship or shore, may we say 'Thankyou' and we will see you all again sometime in 77.

*By Editor: Regret this article arrived too late for inclusion in the Summer edition.*

## HMS BRISTOL

**by RO2 (G) A. Steele**

"George" said the Golly (alias RS(W)(G)(T) Norton), Write an article for the *Communicator*!! Incidentally, you may think thats a lot of speciel qualifications to have as a Radio Supervisor, but as you all know the *Bristol* is in refit and at the moment the RO's complement consists of 8 bods and the Gol who's in charge. The general ratings are (La-De-Dah) RO1 Church; (Chats) RO1 Chatwin; (Nests) RO1 Robertson; (Snake) RO1 Sharpe; (Pecks) RO1 Wood; (Mitch) RO2 Ivory and me (Grog) RO2 Steele. The tactical side of things are covered by (Ant) RO1 Denne and himself (seeing that he's the only Golly thats been onboard the *Bristol* for years) is in charge.

Right, now I've given everybody a mention nobody can drip, so lets get back to the serious business of writing this article and the reason why the Golly slope-shouldered the task onto my back. Well for a start I was press-ganged into it. "You write a good one and I'll give you a Make-a-mend, You write a bad one and I'll beat you up!!!" As you can see I have no choice, so bear with me while I endeavour to give you a general idea of what we (The Communicators) and the *Bristol* have been doing for the past few months.

The refit started in June following our numerous trials at Aberporth (all successful) and our 'Foreign' visit to Stavanger (which just had to be the most expensive city in Europe). Most of the old crew started to thin out through the months of July and August, leaving us 9 stragglers to take the rest of our general service leave in between organising the running of the Communications Department of the ship. We knew that as soon as the refit started the MCO would be ripped apart by work starved 'dockies', so the MCO was moved to the EWO and inside this small office we placed 1 teleprinter, 1 Banda

machine and the necessary files and folders to ensure the smooth running of the Department.

Everybody knows, refit routine tends to be rather monotonous so every possible effort is made by the Golly to make life just that little bit more exciting for us. RO1 Wood is at the moment on a three month loan draft to Leeds Careers Office, RO1 Sharpe commences hisgliding course on the 18th October, and I myself have been working forCINCNAVHOME printers for the past few months. These are just a few examples to show that something has been done to relieve the doredom of refit. There are numerous day outings and expeds organised for the near future. Sports make-and-mends are no problem, because RO1 Chatwin is acting as PTI throughout the refit, and as a result all sorts of inter-ship matches are being arranged on a pretty regular basis, (Golly himself is away today with the ships rugby team playing at Chatham).

The ship itself should be in refit for around about 2 years and during that time will be fitted with satellite Communications and brand new Golly gear to mention just a couple of the modifications. At last the Golly will have his own empire, and people of his own kind and creed to mix with.

Unfortunately practical exercises have not been eliminated from the communicators refit programme. Twice a week MRX's and TPX's are read by the sparkers from a tape recorder, which was used for training by RS Unwin during the last commission. 'Ant', our only bunting, thought he'd got away with it as all the lamps had been removed almost as soon as the refit commenced. However, the Gol has ways and means and in no time at all one of his many devious oppos had knocked him up a make shift light using a morse key and an old light bulb, mounted on a block of wood. As a result 'Ant' has FRX's at least twice a week. You can imagine what its like when you get all of us in that cramped little office with 'La-De-Dah', Mitch and myself trying to read morse; 'Ant'

endeavouring to read a flashing light bulb, controlled by the Gol who thinks he's sending morse to a 3 bodge RO1; 'Snake' thumping the key board on the teleprinter because he reckons the keys are stiff, and the duty RO of the day trying for his life to distribute the days signals, and time 'Snake' all at the same time without upsetting anybody. On top of all that half the ships' company must pay us a visit at least twice a day with queries about sports fixtures.

Well that just about sums up the comms department of HMS *Bristol*, and this article is all ready for the Golly to criticise tomorrow. I wonder if I'll get the Make and Mend.

(Editor's Note:– Thank you for your efforts, I hope you did get the Make and Mend)

## H.M. YACHT BRITANNIA

**BY LRO (G) D.G.Smith**

When we last had an article in the Communicator, we had just finished a lengthy docking in Portsmouth and an arduous three day work up at Portland. The latter was highlighted by an excellent evening at The Globe, Weymouth, when the locals took on a Communicators darts team, the Globe winning 7-3, but we won the singing!!

We sailed on our first Royal Duty of the year on May 19th, and after passing through the Kiel Canal, made our way to Mariehamn in the Aland Island, where Her Majesty the Queen embarked for her visit to Finland. Our calls at Helsinki and Turku were enjoyed by all onboard. Our only 'flash' of the trip came not from B11A but from a young lady taking a sauna directly opposite our berth!

After a short leave period back home at Whale Island, we sailed again to follow the sun with our cousins Stateside. A memorable week was spent in Bermuda taking in the sunshine and the local Cockspur rum. Our time there was divided between Hamilton and Ireland Island, the latter being the home of the now infamous 'Hot Meat Pie Club' where many yachtsman found peace of mind.

Her Majesty embarked in *Britannia* on our eigth day in Bermuda and we said a sad farewell as we sailed for Philadelphia. There was quite a reception waiting for us and yachtsmen young and old spent quite some time on the jetty being photographed with little Elmer or Billy Jo. It is said that the yachts No.1 poser, CY Galvin, spent four hours ashore and didn't get off the jetty! Other ports visited on our US Bi-Centenary tour were Newhaven Connecticut, New York, Boston and Newport Rhode Island where the Queen's banquet was attended by such VIP's as President and Mrs Ford and Dr Henry Kissinger.

Our visit to Canada started with a stop in Halifax, Nova Scotia; we enjoyed what we saw through the fog! Escorted by HMCS *Ottawa* and HMCS *Fort Steele* we made our way up the St. Lawrence Seaway towards Montreal, arriving at Bickerdike Basin on July 16th. The following day Her Majesty opened the XXI Olympiad. After three days in the Olympic City we pushed on further up the seaway to Kingston, Lake Ontario where Her Majesty witnessed some of the racing during the Olympic Yachting Regatta. The journey there and back involved some tricky manoeuvring through several locks and a BZ should go to Admiral Janion and Commander May, our Navigating Officer for seeing us safely back to our berth in Montreal. The Yacht was lucky to be given some free tickets for the middle weekend of the Games and several Communicators spent two full days in the Olympic Stadioum (see Navy News September – front page!).

All good things must come to an end and as our Royal Duty ended we slipped back down the St. Lawrence and after a brief fuelling stop in St. Johns, Newfoundland we made short work of an Atlantic crossing to Greenock.

Her Majesty re-embarked whilst in Greenock to commence our third Royal Duty of 1976 in the Western Isles, ending with a weekend in Aberdeen.

The Yacht is in Portsmouth at the time of writing, for a short docking and Christmas leave, before sailing on our next Royal Tour on December 28th. New Years Day sees us in Madeira bound for Antigua, Panama and Tahiti before starting what will be a busy Jubilee Year for us in Samoa. Her Majesty flies into Pago Pago to embark in *Britannia* for her visit to Australia and New Zealand, and on our way there ports of call will include Tonga and Fiji.

In little over five weeks *Britannia* will visit fifteen ports in New Zealand and Australia, ending in Fremantle, Western Australia. There Her Majesty will leave us and may fly home to the UK in Concorde. We are planning to return via the Suez Canal thus completing a circumnavigation of the world and no doubt the Spring edition of *Communicator* will hold an account of our adventures.

Recently we have said our farewells to CY Stevenson and RS Nicholas both to *Mercury*, and RO1 Tom Bethell to release. Other departures include RO2 Jock McSherry to *Ashanti* and RO1T Jenkinson to the *Matapan*.

Our new arrivals are RS Dolby from LRO(T) Easter for *Centurion*, LRO(G) Harrington

**H.M. YACHT BRITANNIA – COMMUNICATIONS STAFF JUBILEE YEAR**

**Back Row:** *RO1 Roberts, LRO Fletcher, LRO Harrington, RO1 Taylor, LRO Rolls, LRO D.G.Smith, RO1 Bentley*
**Middle Row:** *LRO Sullivan, RO1 Robson, RS Dolby, CY Galvin, RS Bushell, RS Smith, LRO Easter, LRO Pritchard*
**Front Row:** *RO1 Buick, LRO Iche, CCY King, Lt. Cdr. Morrow (SCO), Cdr May (Navigating Officer), CRS Deane, LRO Noble and LRO B.J.Smith*

from *Warrior*, LRO(G) Fletcher from *Malabar* and RO1G Roberts from *Fife*. We would also like to welcome back LRO(G) Sullivan from LG7, and LRO(T) Barrie Smith from yet another spell in RNH Haslar; he is a well known figure in wards C2, C5, C6, E3, F3 and F6!

This concludes our offering for this edition, a very Merry Christmas and a Happy New Year to you all – we look forward in seeing you at the Fleet Review next year.

## THE SEAMAN (EW) – SUCCESS OR FAILURE

**by L/S(EW) Keith Leadbetter, HMS Scylla**

This article was written at the instigation of *Scylla's* CRS Jones, bearing in mind that I am no longer sufficiently in touch with events within the Comms Branch to produce my regular article. The introduction of the Ops Branch has probably wrought its most radical change in the introduction of the EW seaman, and I hope some personal experiences and views will be of interest within the Branch.

It is always difficult to discuss dispassionately something in which you are personally involved, so I don't intend to try. Firstly, therefore, let me define my own attitude.

The eventual separation of EW generally from the world of Communications has always seemed to me to be both inevitable and logical. A system based on UA3 operators who only manned their equipment during exercises, or on encountering some interesting target, has no place amid the increasing sophistication of ESM and ECM equipment, and the escalating demand for what they produce. Greater emphasis on ESM and ECM generally has necessitated a 'golly' who is more than just a spare MCO watchkeeper. Bearing that in mind, I have always thought that something along the lines of the EW seaman was the best that could happen to the Branch.

For a long time, a merger with the RP Branch was commonly believed to be on the cards. With the benefit of hindsight, it is hard to see why such a move was not implemented. If it was considered unrealistic, why was a very similar merger carried out in an area where it was less likely to succeed, and from all accounts has not succeeded – the RO(SM)? In that particular case, I feel that the costly failure was at least partly due to the attitude prevalent amongst less broad-minded Communicators, namely that anyone of seaman origin was likely to be less intelligent, and possessed of fewer skills. Comms

Branch elitism is largely a thing of the past, but is still obviously a force to be reckoned with.

But that of the EW seaman? The first day of 1975 brought a lot of changes, most of them merely titular, and some problems, mainly for the seaman side. Reduced Manning Standards had made the arrival of, in *Scylla's* case, four new seamen, very welcome. However, none knew more than the most elementary seamanship. Obviously, some sort of intensive training effort was required, and fitting it into the ship's operational and training problems was to prove a headache. The specially designed seamanship conversion course was oversubscribed for some time. *Scylla's* ratings finally managed to obtain places eleven months after the transition date. From my own experience, the course was informative, interesting, and well taught – obviously the product of a great deal of background work by the Royal Naval Seamanship School. I attended with an AB(EW) and SEA(EW) (our other SEA(EW) having joined the RN as such), and learned a surprising amount.

So far, so good. But seamanship is not the sort of subject which can be completely put over in a classroom, however good the instructor. The man who can tie a perfect bowline in three feet of sisal in a Portsmouth classroom might not be able to do it on a wet heaving line in a Force 7. Only experience can be the instructor there. In *Scylla*, the various parts of ship responded to EW seamen in different ways. Some senior rates on the seaman side showed very little interest in improving EW seamanship standards, and used EW seamen for any menial task that came to hand, offering much derisive comment, and little constructive advice. The majority, however, were patient and considerate, and aware of the position. It is a difficult position, especially for a PO or LS(EW) who has been trained to AB seamanship standards, to supervise young seaman who don't know the story, and naturally expect more than they actually get.

In *Scylla*, we have been fortunate enough to have two EW senior rates who have made the change, plus myself, a leading hand. We also have an organisation 'up top' which is looking for constructive solutions, so we may be better off than others. The latest approach to the problem has been through the divisional system. The EW department have been gathered in to a single division, including both communications and seaman ratings, and run by the CEW. EW divisional records are maintained separately from those of the two communications sub-divisions. On our move to *Jupiter* at the end of June, the EW department will also have its own part of ship, the EW ratings of both branches will be accommodated independently of comms ratings on a seamen's messdeck. Chops(EW) Hodgson becomes Ops Admin/Training Co-Ordinator, in addition to his role as squadron EW senior rating for inspections etc. PO(EW) Carrington (later

RS(W) Rundle) is in sole charge of the ships' own EW department, and is divisional senior rating for the EW division.

This is just one of many possible ways of using the new set-up to the maximum benefit of both ship and personnel, and it is rather early yet to say whether or not it is working, but it does give EW ratings a distinct identity, and removes a sense of 'us and them', which looked to be creeping in to internal relations.

On the operational side, the introduction of the new system has not made a great deal of difference one way or another. Both seaman and comms ratings are allocated watches according to requirements, but with two LH's two AB/RO1 and two SEA(EW), three watches are about all we can raise. Problems with conflicting watchbills are bound to arise in this situation. A SEA(EW) with the middle watch the day of entering harbour may well find himself duty watch the same day. Those who have to deal with watchbills and rosters have extra headaches as a result. Also, to complete seamanship taskbook, seaman ratings require to spend some time with the watch on deck – an impossibility as long as two ratings are required for a cruising watch in a Leander.

As far as *Scylla Jupiter* is concerned, there is real hope that the status of both the EW seaman, and the remaining RO(W)'s (who form a much larger proportion of the Branch than was confidently predicted in the 1974 Ops Branch presentation), is going to become clearer. But has it all been left to individual squadrons, or even ships, to come up with constructive solutions? Have the new Branches been created, then subsequently abandoned as the 'think tanks' direct their efforts along new lines? There is still much to worry about in the EW world. The erosion of the status of ship's EWD's until they perform a 'comms number' job better suited to a SEA(EW) – is it going to continue? The continuing non-appearance of new equipment, an old moan in the Branch, but a very real worry in view of continuing developments on the colder side of the Iron Curtain – what is the score now? Once our status, both as individuals, and as a Branch, is definite, these things can be looked at all the better.

Obviously there are many facts that I as a leading hand do not and cannot know, but this is just feedback, constructive, I hope, from the raw material of the operation. I would be interested to hear other views on the subject.

One thing, however, must be said. It has taken one and a half years of confusion and upheaval on this ship alone, to establish some sort of identity for the EW Branch after the change, and the present solution is too new to be deemed success or failure. If it takes that long at ship level to sort out a major change, then even a layman must conclude that insufficient research and groundwork was done in the first place.

## HMS TIGER OR BBTPHCUP!

"ANOTHER FINE MESS YOU'VE GOT ME IN CHIEF"! "JUST GET IT WRITTEN" WAS THE STERN REPLY. ANYTHING TO GET NEAR THE SOUP DRAGON IN THE MCO, SO HERE GOES."

Since the last article, we've been dissected by the Dockyard, Tuttutted over and stiched back together again with some modernisation and even more modifications.

The rumour that someone had hijacked our scot and flown it to Cuba was unfounded and we are to have it fitted shortly, – or perhaps not! The buntings are looking forward to using it as a microwave soup heater; the sparkers have visions of startrek and contacting starfleet command at the touch of a button; the gollies? I believe they subscribe to yachting world and are now aloof from the wonders of message processing!

Shortly, you'll be able to view one of the wonders of the world in the solent, namely *Tiger* conducting sea trials, while *Blake* has a well earned rest.

If you ever wondered what a draft to *Tiger* would be like – and who doesn't have nightmares? – the following should be borne in mind. Unless you have completed your fire fighting, damage control, ships husbandry, management and leadership course and are an expert in designing traffolite tallies you might be out of your depth, but don't despair. The manpower chief can fix you up with just one of his cat-o-nine tails. It's no good saying "bet you've never done the course chief" because all his docs were lost in the great fire.

Having passed the courses, you will as a "small ships rating" (we all were sometime) have your eyes opened. The reason the buntings take a long time to answer a light is the sheer distance involved – oh to have a bridge wing that leads straight onto the flag deck. In the MCO, the problem is of another nature in two weeks it's so crowded it can take 5 minutes to crawl past the gollies at the soup dragon to get to a bay!

Talking of gollies, we still have 4 with a decent branch badge, 2 killicks and 2 A/Bs which backs up what I've thought for years, "there's nothing wrong with gollies, every killick should have one"!

Assuming we survive sea trials and FOST,

our next article should be full of the great runs ashore us big ship ratings always get.

P.S. Have you heard the one about the Irish RS (W) in a bar in Leith? At closing time the girl he was with asked him "Shall we get a carry out?" He replied with great dignity "No thanksh, Oi tink oi can make it one me own!" Nuff said.

QUOTATIONS

To keep your secret is wisdom; but to expect others to keep it is folly.

Samuel Johnson

## NAVAL TERMS, CUSTOMS & SUPERSTITIONS

### SICK BAY

The custom of calling the sick berth the "SICK BAY" originated in the early part of the 19th Century. A sick berth was first introduced by Lord St. Vincent when C in C of the Mediterranean Fleet in 1798. He directed that a sick berth was to be prepared in each ship of the line under his command which was to be "situated under the forecastle with a roundhouse enclosed for the use of the sick".

At this period the term sick bay was not used, but later, with the introduction of the rounded bow, the sick berth found itself in a bay comparable to the bay window in a room and the word "bay" began to be used as an alternative to "berth"

## HMS TORQUAY – FUN 43

**by LRO(G) H Kirrane**

Because it has been over a decade since our last contribution to the Communicator, we all thought it was high time to rectify the matter. Although, I have been informed F43 has submitted a couple of articles over the years, but due to the textual contents they were unable to print them, say no more.

Well I'm sure many readers will not have the faintest idea of the role of *Torquay*, which is a great shame. The average time *Torquay* spends away from Pompey, or as we say OSB, is in the region of 16 days, yes believe it or not, 16 days. In fact during my last 30 months serving in F43 the longest duration away from Portsmouth has been three weeks and that was during our BOST down at Portlandia. So the RA's in the comms staff here reckon any RA's rising near the top of their rosters and don't like the Blue Yonder, pop into your local travel agents and book a 27 month passage onboard Fun 43.

The role of *Torquay ?* Good question. She is the Fleet Navigational Training ship, also MEO's training, and last but never least, Computer trials ship. We have a ship's company of approx two hundred. When we are actually involved in navigation training we have borne onboard in the region of forty officers. In fact *Torquay* has two wardrooms, the only frigate in the Fleet with this luxury.

Places we have visited over the past year? Well, we are of course never out of range of B11A's (to keep the RA's happy) and have visited Denmark, West Germany, Holland and Sweden. In fact during July we carried out a 'Cooks' tour of Great Britain, leaving Ports-

*HMS Torquay Meets MISS TORBAY 76*

mouth 5 July arriving back at South Slip jetty on Friday 23 July, bang on time for LWE. During this tour we were able to view such exotic places such as Portland, Oban, Greenock, Grimsby, Tilbury Dock, The Channel Islands and of course OSB. Note for Central: "Sorry we forgot toset watch on HOA, busy in the bathroom".

The Communications Staff reads as follows (ZUJ) headed by RS Fricker, who by the time this article is printed (if it is) will be up in the 'smoke' at Commcen Whitehall. RO1(G) Chris Mole is shortly to take up a new post at Fort Southwick, for a couple of months before the great steps of PVR, to join the Police Force (too much watching 'Z' Cars'). RO1(G) Graham Hawley the longest serving member of the comms staff in *Torquay* (over three years on-board) also the fittest Sparker in the Fleet (over 20 stone), and the rest of the mob: RO2's O'Connor, Rodie (action man) Cooper, all newly joined from Kelly Squadron, say no more. (Most of them have learnt the morse code since joining, which says a lot for Kelly Squadron).

On the Tactical side, the staff is headed by CY Barwick, who only joined a couple of months ago, so we are still working on him. RO1(T) Sandall, the Bionic Bunting, was due to represent Great Britain in the Montreal Olympics in the 4 x 100 metres relay, but alas was duty weekend, still he is looking forward to the Moscow Games in 1980....

The rest are RO2's Dawson, Fleming, and last but never least JRO Butt the worst bunting the comms world has ever seen. At present Mr. Butt is on loan draft to Pinewood Studios, Middlesex, starring in the new film release titled "Carry On Bunting". Best of luck to United Artists.

MAIN BROADCAST "Secure".

Well thats about it must be off.

# MERCURY

## THE SENIOR RATES MESS

**by Chief Wren Katie Vince and PO WRN RS "Ollie" Butler**

| | |
|---|---|
| Mess President | – FCRS Challinor, BEM |
| Vice President | – FCRS Shuker |
| Mess Manager | – REMN 1 Williams |
| Treasurer | – CRS Hilder |
| Secretary | – PO Wren Butler |
| Committee | – CPO Bell, C.Wren Vince, RS Baxter; RS Jones; CRS(SM) Sanderson; CY Abrahart. |

On October 21st in the year of our Lord, 1976, just 171 years after the battle of Trafalgar (and its memorable signal) *Mercurys* own battle to amalgamate the messes was won.

The first encounter (no swords drawn but pencils at the ready) took place on June 2nd '76. Representatives from the WO & CPOs Mess, the POs Mess and the Senior Rates Wrens Mess formed a committee (Chairman: FCRS M.J. Challinor) to discuss the proposal to combine the messes.

A ballot held in the respective messes indicated that the majority of members supported the amalgamation. Therefore, with no opposition from that quarter, there was no stopping the line of advance. The campaign gained ground during the blistering heat of summer '76; all obstacles encountered being overcome with verve, determination and diplomacy.

" THIS IS ONE OF OUR MORSE TRAINED RATINGS "

October, at the time of writing, not only saw a change in the season but the conclusion of the whole campaign. A new era was unveiled revealing an optimistic future.

The new mess consists of 15 WRNS to 185 men, and we have every intention of making our presence felt – (in the nicest possible way) hence this our first contribution to the magazine on behalf of the combined mess.

Before we close we would like to thank FCRS "Charlie" Challinor for all his hard work as Mess President, President and chairman of the amalgamation committee. He is shortly to join FOF1s staff and departs clutching yet another award from the Herbert Lott fund!! We welcome his relief, FCRS Tony Shuker as the new Mess President and FCRS Gordon as the new Vice President.

That being all, please note the following dates in your social diary. All are welcome but please contact the Mess Manager before the event.

6 January 77 Film Night, 25 January Disco, 10 February Valentines Dance (Group & Disco), 24 February Wardroom Cocktail Party, 10 March Vicars and Tarts, 24 March Folk Singer & Country and Western, 31 March Wedgewood Rooms, 6 April HODs.

## ROSM SECTION

Amidst all the buzzes of stopping the ROSM project we are still here, and by the looks of things likely to remain so. No one will tell you its easy, changes of this degree in our Branch can never be so, but its here to stay so its a case of getting down to it and doing our utmost to make the system work.

The conversion and career training programme has now picked up full momentum and this term has probably been our busiest so far in the section. At the time of writing we have an RS 'Q' an LRO 'Q' (The first ever), an RO to ROSM conversion and a L/SEA RP to LROSM Conversion courses running. Additional to this is the New Entry ROSM's courses running in Kelly Squadron, normally 3 at any one time, so at least the output from this end is trying to relieve the shortage problem. Unfortunately of course its going to take a long time to feed out to the Service enough trained men, and for them to gain enough experience to fill the billets and thereby ease the very high Sea/Shore ratio problem that we have at the operator level.

Even here in *Mercury* we are not without problems, the main one being a shortage of Instructors. At the moment we are six in number of which two of these have been seconded from general service to fill two vacant RS S/M billets

that poor old drafty is unable to fill. It is of course rewarding and a good opportunity for a bit of shore time in the Pompey area.

One thing we do find sadly lacking in the section is 'feed back' from sea on the standards and/or progress of the ROSM at sea, your views, comments, additions or criticisms of the training given. Each time a course finishes we ask them to drop us a line here and they all promise to do so but that is normally where it ends. All we would like is just a note, just a few words on how you are managing with the new Branch. Even better still if you are able to get the time off come up and see us and have a yarn over a couple of pints at lunch time to let us know your comments.

The staff complement at the moment is: Our Boss Lt. Humphries, CRS SM Frank Tyson, CRS SM Sandy Sanderson, RS SM Buster Brown, RS SM Biff Mills, RS G Neddy Davies, RS W Dave Gregory, and over in Kelly Squadron: CRS SM Andy Norris, CRS SM Taff Evans, CRS SM Doug Cansfield, and the next training year could possibly mean a requirement for double this number – interested??

## BRICKWOODS FIELD GUN COMPETITION 1976

**by CRS(W) P. Southgate**

This competition was inaugurated in 1907 with the backing of Messrs. Brickwoods Ltd. and the Captain of HMS *Excellent*. Because of the reduced training time the hazards placed in the full competition (also inaugurated in 1907) were removed, and the emphasis placed on drill.

The crews are all volunteers, who, by the rules of the competition must train in their own off-duty time.

The gun and limber are identical to those used by the Naval Brigade during the Ladysmith Camp Campaign of the Boer War. Weights are as follows:–

Barrel – 8cwts, Gun Carriage – 4cwts, Wheels – 120lbs apiece, Gun and Limber – nearly one ton.

Gun crews compete for the following prizes:– Brickwoods Trophy – awarded to the fastest team in the final. Powerful Cup – awarded to the fastest rating crew in the heats or final. Runners Up Cup – awarded to the 2nd fastest team in the final. "Roaring Meg Trophy" – awarded to the fastest time in the Plate competition. The fastest six from the heats go to the Brickwoods final, the next fastest six go to the Plate final and the remainder to the Repechage.

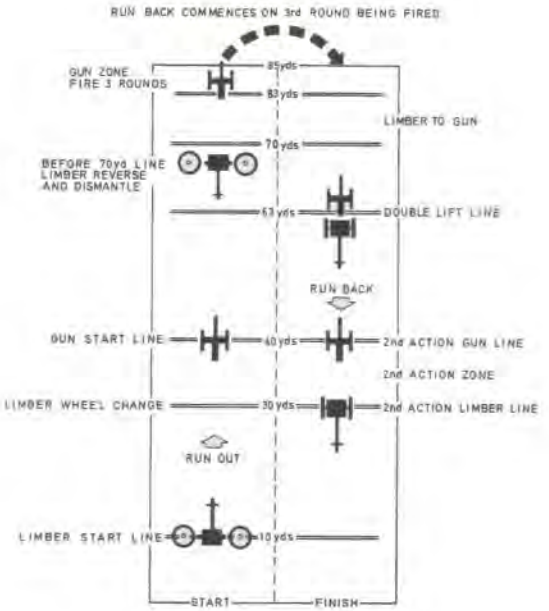
Below is a diagram of the track and a brief description of the sequence of events.

0700 on the 4th May saw a somewhat apprehensive, would be Crew mustering outside the Recreation Centre for their first training session. Forty five minutes later that same "apprehensive, would be Crew" were draped around anything capable of supporting them while they painfully gasped for breath. This pattern was to be part of our lives for seven, hard weeks, ably, (and I'm sure sadistically), encouraged by "Knobby" Clark, Lenny Price, Dave Chapman and Ron Goldsmith.

Inevitably we lost a few on the way due to various excuses. We may have lost more had it not been for an occasional Gun Crew Call-the-hands.

I think most of us could describe in detail the lower half of the cross country track and individually recognise each blade of grass at the back of the Recreation Centre. Our vocabulary was usefully extended by our tutor "Knobby". Unfortunately the only printable word is WART (to be said through clenched teeth and with absolute malice).

On the 21st May we collected the gun from HMS *Collingwood*, which meant we could now change from fitness training to drill training. However, injuries became more frequent mainly because of drill errors, which goes to prove that nearly 1 ton of field gun and limber can offer




**TRACK LAYOUT**

more 'aggro' than humans.

The fitness and stamina training now came into its own, as 'A' and 'B' crews competed against each other to bring their running times down. 2 minutes was the first target, then 1 minute 50 seconds, followed by an elusive 1 minute 40 seconds and then finally at the end of the last week 'A' crew produced consistent sub 1 minute 40 seconds times. The final public run at HMS *Mercury*, (the day of the Competition), saw 'A' crew produce a time of 1 minute 31.5 seconds, we were ecstatic, an ideal morale booster to the Competition.

'A' crew were in heat 2 and 'B' crew heat 3. 'A' crew made a magnificent start and had a clear 7 – 10 yard lead when a drill error was made, subsequent over reaction created further drill errors incurring a six second penalty.

We felt bitterly disappointed and nothing would relieve us of this dejection. 'B' crew put in a creditable performance in their heat and so we found 'A' and 'B' crews competing against each other in the Plate final along with *Dryad, Daedalus* (B) *Fisgard, Excellent. Daedalus* (B) won and *Mercury* 'A' came second.

Yes, overall we were disappointed because

we could have done better but there is no point in dwelling on thepast. I'm a better man for it and I considered it a privilege to be a member of the 1976 crew. Lessons were learned by all and I hope next year there will be more support for this unique sport, particularly from the Ship's Company because the main thing we could not compete against was sheer bulk. Having said that, let us see more spectator support. The crowd that did come along were marvellous, but we would have appreciated more support during training runs, for it does encourage the crew.

Before closing this article I would like, on behalf of the crew, to thank the Chiefs for their valiant efforts, the spare numbers who turned up without fail and finally the trainers, who worked so hard to make us a Crew.

The best of luck to all of you in the future.

## RN SMALL ARMS MEETING

Our congratulations to CCY Alan Wombell who came 2nd in the first two stages of the Sub-Machine Gun Championships during the RN Small Arms Meeting at Bisley in June.

## RETIREMENTS

This term has seen the retirements of three long serving members of *Mercury's* civilian staff. The three, all well known to countless communicators past and present, are Mr. Reginald Clist, Mr. Albert Collier and Mr. Bill Tanner.

Mr. Clist, who is 73 years young, served in *Mercury* for 17 years as the electrical fitter responsible for the maintenance and repair of off-line equipments and the fleetwork trainer. The almost constant availability of these equipments indicates the efficiency with which he performed his task. In fact, it is rumoured that the only problem that he was unable to resolve was whether or not it was the "Ghost of Eagle Block" who occasionally removed plugs from equipments on which he was working!

Mr. Collier joined *Mercury* shortly after retiring from the RN as a Chief Stoker in 1958. From that date until he retired on the 1st September at the age of 65 he was employed as the civilian fire chief. Mr. Collier's RN service covered 27 years including the whole of the World War II period. He survived the sinking of HMS *Cornwall* in 1942, spending some 32 hours in the water before being picked up by HMS *Surprise.* He also had the distinction of serving in both Royal Yachts, the *Victoria and Albert*

before the war and as nucleus crew for *Brittania* shortly after the war.

Mr. Tanner worked in *Mercury* for 30 years as a driver. He joined the establishment shortly after finishing his war time service in the army and has seen the place grow from a collection of nissen huts to its present state. Among his many memories he recalls the winter of 1962/3 when he was one of the drivers "snowed in" *Mercury* for several days. He hopes to devote more time to his garden during his retirement.

We wish all three a long and very happy retirement.

## BOOK REVIEW

**by Lieutenant-Commander J H Ellis, RN**

I have just returned from a month's holiday in Spain and had a wonderful time for a number of reasons. One of them was the pleasure of reading a new book, hot from the printers, entitled THE OLD TELEGRAPHS by Geoffrey Wilson and published by Phillimore & Co. Ltd., London and Chichester. The price is £7.50 which makes it a bargain.

Mr. Wilson here gives us a comprehensive history of the shutter, semaphore and other kinds of visual mechanical telegraphs developed in the late 18th and early 19th centuries. He takes the reader from Halifax in Canada to Hobart in Tasmania, covering every continent and describing every system known to have operated for any length of time and over an appreciable distance. The author draws on many original sources to supply much information never previously published. Specially-drawn maps and profuse illustrations complement his text

'Telegraph Hill', 'Telegraph Cottage', and a surprising number of physical remains have survived to remind the archaeologist, the topographer and the local historian of the world's first rapid, regular, message transmitting service. The historian of technology may be as surprised as the general reader by the wide range of ingenious inventions, often very complicated that were in successful use when electricity made them all redundant, while military, naval and economic historians will be grateful to Mr. Wilson for he attention he has paid to the uses and users of these pioneer forerunners of modern long-distance communications.

A book for the specialist, especially Communicators in the Royal Navy and Commonwealth Navies, but also a book for anyone interested in history and in human enterprise and ingenuity. I strongly recommend that a copy of this book be held in every naval library. And lastly to congratulate Mr. Wilson, and the publishers, for this excellent and most readable book. Even the bibliography and Index make fascinating reading!

'BROKEN THE MIRROR?, O.K., I'LL GET SOMEONE TO LOOK INTO IT!'

## FAMOUS SIGNALS – from "MAKE ANOTHER SIGNAL"

**(by kind permission of Captain J. Broome)**

From extremely fussy destroyer floatilla captain to destroyer about to go to sea for exercises:

HOW LONG DO YOU EXPECT TO BE AFTER LEAVING HARBOUR

From Destroyer:

310 FEET AS USUAL

---

Two ships wishing to exchange movie films:

WILL BE GLAD TO EXCHANGE FANNY BY GASLIGHT FOR TWIN BEDS

---

One night a corvette chased a U-boat away from a convoy and attacked it. The attack was successful, the U-boat surfaced and her crew started to abandon ship. For a few moments the Scottish captain observed the scene lost in admiration of his achievement. Then he 'came to' and realised the gap between him and the convoy was widening rapidly. He also remembered that picking up U-boat survivors was secondary to guarding the convoy. Shining his Aldis Signal lamp in an Easterly direction therefore he steamed past the U-boat, and to ease his conscience he said through the loud hailer:

MY LIGHT IS SHINING ROUGHLY IN THE DIRECTION OF GERMANY – GOOD NIGHT.

## A GUIDE TO BECOMING A COMMUNICATION WHIZ–KID

It is not really necessary to KNOW anything about communications to become a Communication Whiz-Kid, revered by one and all. Providing you know a large number of technical war cries and use them on every possible occasion you are bound to make an impression.
To this end, the following Jargon Generator may be of some use: I can be used in all matters concerning communications.

| | COLUMN 1 | | COLUMN 2 | | COLUMN 3 |
|---|---|---|---|---|---|
| 0 | Integrated | 0 | Management | 0 | Options |
| 1 | total | 1 | organisational | 1 | flexibility |
| 2 | systematized | 2 | monitored | 2 | capability |
| 3 | parallel | 3 | reciprocal | 3 | mobility |
| 4 | functional | 4 | digital | 4 | programming |
| 5 | responsibe | 5 | logistical | 5 | concept |
| 6 | optimal | 6 | transitional | 6 | time-phase |
| 7 | synchonised | 7 | incremental | 7 | protection |
| 8 | compatible | 8 | third-generation | 8 | hardward |
| 9 | viable | 9 | policy | 9 | contingency |

The procedure is simple. Think of any three digit number and select the corrresponding word from each column. Put the three resultant words together in one phrase and you are "IN".
For example:–

945 gives "Viable digital concept"
714 gives "Sychronised organisational programming"

If you slip a few phrases of that calibre into your converation everyone will know that you have 602!

### NAVAL QUIZ

1. What is a "SPITHEAD PHEASANT"?
2. Which ship, lent to the Russians in World War II, was nicknamed "THE TIDDILY QUID"
3. What is a "SICK BAY SHACKLE"?
4. Who was SIN JELLY BELLY?
5. The "Rum Bosun" received a total of "TWO OUT OF FOUR" of grog (mixed rum and water). How many tots did he get?
6. Which vessels, other than HM Ships and Establishments, are entitled to fly the White Ensign?
7. What is a Dumb Lighter?
8. If you "Part brass rags" you fall out with a friend. How did this expression originate?
9. What is a "FRIDAY WHILE"?
10. For which Communications course was the JACKSON EVERETT prize awarded?

(Answers on Page 38 )

### STRIKING BELLS TO DENOTE THE TIME

The origin of this custom is obscure, but records show that this method of denoting the time was in use as early as the 13th Century. The method of keeping time. i.e. the approximate time, was by means of a half-hour glass (similar to an egg timer), the bell being struck every time the glass was turned. Half hour glasses were in use in the Royal Navy until after 1850, and at this period it was common to hear time being expressed in glasses e.g. we should finish the job in about three glasses – or an hour and a half.

### KNIVES

Sailors and fishermen have always held the belief that to own a knife with a white handle would bring bad luck.

### SOME ARTHMETICAL TEASERS

```
MULLET –
SALMON
------
SMELT
```

Here is a fishy subtraction sum in which each of the nine letters used stands for a digit, the number 3 being the only one not used. Try to translate letters into figures and make the sum come true.

**Here is one solution**

```
964452 –
874910
------
 89542
```

Commodore Franklin in the AOR

## THE NAME OF THE GAME

**by Lt. R.K. Davies**

It was an epic venture, with a cast that would have made any film producer green with envy. Can you imagine the co-ordination and planning involved in welding together a team supplied from nine NATO nations consisting of 80,000 personnel, 250 ships, 24 submarines and over 900 aircraft? You must admit that it is a pretty formidable task and a sure formula for a headache. Nevertheless, the planners came up trumps and produced a 'game' the size of which had never been seen before. The name of the game – "TEAMWORK 76".

The scene for this major NATO exercise was set with the mythical country of Orangeland increasing its naval forces at sea in the Atlantic and elsewhere and threatening to take steps towards the Northern and Central European regions. So, on the 10th September NATO took steps to deter the aggressor and thus the exercise got 'underway'.

Whilst a US Carrier Striking Group, consisting of J.F. *Kennedy* and escorts, was making an Atlantic crossing towards Europe and the UK Carrier Striking Group, consisting of *Ark Royal* and escorts, was operating in the North Sea in preparation for a R/V with the former, an Amphibious Task Group, consisting of *Fearless* and other amphibious units, under the Command of Commodore Franklin, made a R/V with its escorts and carried out a landing in Western Europe. These movements made it quite clear to Orangeland that NATO was ready, as always, to defend the nations in the Alliance, and to deter any would be aggressor.

The landing completed, the UK Amphibious Task Group sailed to R/V with the US Amphibious Task Force whilst, in the Southwest Approaches, a high speed convoy of six ships, escorted by ships of the Standing Naval Force Atlantic, headed out into the Eastern Atlantic to R/V with the Second Frigate Squadron who were to relieve the SNFA of their escort duties.

On the 14th September the UK Amphibious Task Group arrived at Scapa Flow and joined forces with the US Amphibious Task Force, under the Command of Rear-Admiral Palmer, USN. This was the day that the *J.F.Kennedy* suffered two real life dramas when, firstly, she lost an F-14 Aircraft, operating as a Tom Cat. This incident has a happy ending, I am glad to say, because before the aircraft 'took the deep six', both the pilot and the Naval Flight Officer were able to eject whilst taxi-ing across the flight deck and, believe it or not, parachuted back into the *Kennedy* deck suffering only minor injuries. The second incident involved the USS *Bordelon*, a destroyer, who whilst carrying out a RAS collied with the *Kennedy*. Unfortunately six crewmen in the destroyer were injured and two of them had to be transferred to *Kennedy* for medical care. *Bordelon* was last seen heading towards Plymouth for damage assessment.

On the 15th the combined Amphibious Task Force sailed from Scapa Flow, their destination Norway, their mission an Amphibious Assault if Orangeland continued to show aggression towards our European Allies.

The following day the first blow was struck by Orangeland when one of their submarines carried out a torpedo attack on the Kennedy Group, showing clearly that the amphibious landing some four days previous and the size of the maratime NATO force was not going to deter Orangeland from their aims – so be it. The order to retaliate was given by the Task Force Commander, Vice-Admiral Shanahan. Let hostilities commence.

Meanwhile, with the NATO Fleet faced with attacks from all 'corners', Orangeland forces ashore carried out further acts of aggression by invading, in strength, the Zeeland area of Denmark. So, whilst the high speed convoy with

"Anyone for Deck Hockey ?"

its escorts was faced with a multi threat situation in the Southwest English Channel, in stormy conditions that produced 30 foot waves, the Amphibious Assault Force was preparing itself for an amphibious assault, its destination – Norway.

On 20th Sept the Combined Amphibious Task Force 'hit the beaches' and 6,700 Marines, from three NATO countries, swarmed ashore in Norway in conditions that could only be called ideal. The landing was witnessed by His Majesty King Olav of Norway, numerous European dignitaries and NATO officials. With the US Marines carrying out their assault to the South in landing craft and helos, the Royal Marines and Royal Netherland Marines, with split second timing, spearhead their way into the exercise area from the North, joined up with Norwegian Defence Forces and together, pushed inland to their operational objectives, supported by tanks, armoured personnel carriers and air cover.

With the NATO forces achieving their objectives, Orangeland forces withdrew and the day was ours.

Before bringing this article to a close let me say that this is just a 'thumb nail' sketch of the exercise. No mention has been made of the good work carried out by the minesweepers in keeping the coastal waters clear of mines or the RFAs who provided the logistic support so necessary for an exercise of this scale. It was an exercise where mistakes were made and valuable lessons learnt but above all, it was a demonstration by NATO of its solidarity and its ability to work together as a team and THATS THE NAME OF THE GAME.

**NAVAL QUIZ (Answers)**

1. A kipper
2. HMS ROYAL SOVEREIGN
3. A safety pin
4. A Chinese naval tailor originating from Shanghai but later in Hong-Kong and on-board HM Ships in the Far East.
5. 10 tots
6. Vessels of the Royal Yacht Squadron as their colours and Trinity House vessels at the masthead when HM Ships are dressed overall.
7. A vessel without the means of self propulsion used to transport cargo or stores to or from a ship.
8. From the days that friends onboard shared cleaning rags. If they fell out, the sharing of rags was terminated – hence the expression.
9. A Long Weekend Leave (Thought to originate from the expression "Friday while Monday")
10. The Long (C) Course.

unique contraption called 'HMS *Land Air*'. This was a mock up of a tank turret with a ships bows and stern and aircraft wings. Group Captain Law was escorted by Commander Duke and Wing Commander McPhee, and was 'piped' aboard by Lieutenent Brooks. To the delight of all present the Group Captain gave a Naval Salute before boarding his craft. The traditional Naval command of 'Two-Six-Heave' was given by Commander Duke. With loud cries, the Navy, Army and Air Force towing team took the strain and towed 'HMS *Land Air*' with its passenger, at a steady gallop down the road. The stability of the craft was severely tested when it had to negotiate a ninety degree bend, but it stood up well, both craft and passenger coming through unscathed. After an up-hill pull it finally came to rest alongside a waiting car, where Group Captain Law joined Mrs. Law and left, noting that the pull and three cheers had left the staff somewhat breathless.

## CHANGE AT THE TOP

The transfer of the Offices of the Controller DCN from RAF Medmenham to RAF Rudloe Manor on 17 September 1976, coincided with the handover of responsibility of Controller to Group Captain P.L.T. Owen from Group Captain P.A. Law who is retiring from the Royal Air Force in November.

A farewell party at the Astronaut Club, RAF Rudloe Manor was given by Group Captain Law for his staff. During the proceedings he was presented with an original cartoon which in humourous vein depicted his departure from the Service, and which illustrated his untiring efforts to keep DCN a vital and necessary tri-Service organisation. To mark his retirement and long association with RAF Medmenham, which for so many years has been a hub of RAF Communications, he was presented with an original print of Medmenham Abbey.

Group Captain Law then presented to DCN a Silver Cup to be called the 'Controllers Cup'. He asked that it be competed for by DCN stations and awarded on an annual basis to the station considered to have set the highest standard of operational excellence in telecommunications.

At the end of the party all CDCN staff gathered outside the Station Headquarters and took up their positions on the drag lines of a

**Answers to Christmas Quiz**

1. St. Denis
2. Pope Adrian IV
3. Samuel Taylor Coleridge
4. George Clemencau
5. John Napier
6. An expert on reptiles
7. Jenny Lind
8. Thomas Augustine Arne
9. Athos, Porthos and Aramis
10. Twelve.

## NAVAL TERMS, CUSTOMS & SUPERSTITIONS

**THE CHURCH PENDANT:**

**The "Church Pendant" – a white pendant with red St. George's Cross and a red, white and blue fly, is flown by Her Majesty's ships during the time Divine Service is being held onboard. The pendant first came to be used about 1653, at the time of the first Dutch War and is said to have its origin in the flags of the two nations then at war (the flag of St George for England and the flag of the Netherlands). Thus the two Protestant nations could call a truce on Sunday, the pendant being hoisted to signify that the truce was inforce.**

# "PLEASE TO GIVE ME A CIGARETTE"

**by Leiut. Com. I.L.D. Lever**
**Commanding Officer, HMS *Forest Moor***

Anyone looking at the title of this piece is fully justified in saying "What a daft title – can't the man speak English?" Yes, the man does speak English as does practically everyone in the Defence Communication Network but – and here is a BIG but – not apparently when operating a teleprinter.

A teleprinter seems to have the weirdest effect on most people as not only does every semblance of grammar disappear but they also apparently are struck with the desire (a) to do more work (b) to invent new spellings of words, and (c) to ingratiate themselves with total strangers. A typical example of (a) and (b) is the use of FREEK for 'Frequency'. The correct abbreviation is FREQ – one letter less – and with the last three letters all on the top row of keys. Example of (c) are legion ranging from OM (he's probably only 18), PAL (a more dislikeable character never existed) to the absolutely nauseating DADDYOH and the totally glutinous PALOMINE. This last is really the equivalent of raising and lowering a piece of fat on a hairy string up and down the throat of someone suffering from seasickness. The results are idential!

Grammar too is a non-starter when the teleprinter syndrome attacks. Take for example the only too typical request for a frequency change.

PSE TO QSY THE YYY TO ME TO 12345

Expanded this says:

PLEASE TO SHIfT TO TRANSMIT ON THE YELLOW TO ME TO 12345.

The first question that this raises is why 'to me'? Who else is the other end to transmit to on this circuit? Equally – and hence the title of this piece – does anyone in normal conversation ever say 'Please to give me a Cigarette?' Why of Why cannot the totally unambiguous 'Leg designator on 4567 QSY 12345' K be used? Yes K, an invitation to transmit, so why use it when a transaction is complete? AR is available as signifying the end of transmission and to type R KKKK makes it appear as if there is more to come. Not that R appears very often, usually the compulsion to overwork takes charge and RGR with two totally unnecessary letters is used.

"Ah" say the defenders of teleprinter chatter "but everyone knows what is meant and it makes for a friendly atmosphere on the Network". Does it indeed? It is remarkable how quickly the "friendly atmosphere" dissolves like a summer morning mist when something goes awry and each end is blaming the other. No PALS or OMs are bandied about then and this shows what an absolute farce the whole thing is.

When one boils it down, we are paid to do a job to the best of our ability and if we are polite and business like then, most importantly there will be no ambiguity which there certainly is with the "Pse to approach and equally if something does go wrong, it is a simple matter to pinpoint the mistake. Of course there are occasions when a distant station does something which is really above and beyond the normal requirement and in this case and this case only is it reasonable and proper to say "THANK YOU". When used in these circumstances gratitude is really worth something. To make TKS VM OM at the end of every run-of-the-mill QSY or similar transaction is to debase gratitude so that it becomes meaningless.

So there it is, are we to use the teleprinter intelligently making it obey our will and passing on messages with the minimum of effort and the maximum of clarity or are we to continue like a crowd of semi-skilled monkeys?

English is a beautiful language which can express anything you wish – why not use it? ACP 131 has a host of excellent operating signals which all save time and effort – why not use them?

Oh hell, my packet's empty.

PLEASE TO GIVE ME A CIGARETTE!

*Reproduced by kind permission of "LONG HAUL"*

"IS THIS SEAT TAKEN?"

*(SD) (C) QUALIFYING COURSE 1976*

**Back row L to R:** *S.J. Hulme, RAN., L.A.C. Lindridge, RAN., R.M. Craig, R.J. West., J. Bycroft.*
**Front Row L to R:** *R.A.J. Cooper, B.J. Bartlett, Course Officer, C.H. Clark, G. Killoran.*

## THE AWO

**Question: WHAT IS AN AWO?**

a. Admiralty War Objective
b. Association of Womens Ophthalmologists
c. Advanced Warfare Officer
d. None of the above

In March 1974 the Admiralty Board concluded their deliberations on the requirement for advanced warfare training. The need was identified to further train Seaman Officers for posts on seagoing staffs and in some posts ashore. Advanced warfare training, together with training given on the Principal Warfare Officers Courses was designed to replace the former sub-specialization system.

The Advanced warfare training concept allows for three particular streams: Above Water (A), Underwater (U), and Communications (C). All three streams have some common aims such as: to develop tactical doctrine, evaluate standards of fighting efficiency, co-ordinate force weapon organisation and policy and to plan and conduct inspections. The Advanced Warfare Officers (AWO) are further tasked as follows:–

a. AWO(A): to advise ships in all above warfare matters and to plan the most effective use of EW equipment.
b. AWO(U): to advise ships in all underwater matters, and
c. AWO(C): to act as the Communications Officer of major Fleet units; to plan, implement and conduct the communications of a group of ships; to advise on all aspects of military communications and to determine overall communication priorities.

To prepare the AWO(C) for his tasks the officer attends a 16 week course in the School of Maritime Operations. Further details on the content of the course can be provided by Officers Training Section, *Mercury*. (Extension 343).

** Correct Answer: c.*

## QUOTATIONS

Half the world is composed of people who have something to say and can't, and the other half who have nothing to say and keep on saying it.

Robert Frost

The way to stop financial 'joy-riding' is to arrest the chauffeur, not the automobile.

Woodrow Wilson

I tried to stop smoking cigarettes by telling myself I just didn't want to smoke, but I didn't believe myself.

Barbara Kelly

Some things are better than sex, and some are worse, but there's nothing exactly like it.

W.C.Fields

## AN APPOINTERS VIEW

**by Lt. Cdr. A.R. Evans, R.N.**

Now that the dust raised by the arrival of PWO, the F.C.P.O., the revision of the SD(X) promotion seniorities, and the overseas withdrawals is beginning to settle, it seems to me to be a good moment to have a look at the SD(C) officer, and make one or two comments about the future.

The SD(C) is in a unique position. This is the only Branch that consistently meets its extraction target from the Ops Branch on the lower deck to commissioned rank. Why this occurs is not material here, but I suspect that it has something to do with professionalism and job satisfaction. However, we mustn't allow justifiable pride to turn into self satsifaction and there are certain areas, particularly in career patterns where there is room for considerable improvement. In particular, once the promotion zone for LT CDR SD increases to 7 years seniority there is a danger that some may become too hidebound, too Branch conscious, and too used to moving from one shore (C) billet to another. The present career pattern has evolved so that a newly qualified SD(C) officer goes to a frigate either as an OOW or as Communications Officer/OOW in a Leader as soon as he finishes his qualifying course. Thereafter he may do 2 or even 3 shore jobs before returning to sea as SCO/OOW in a D.L.G.

By this time he is five to seven years older, and five to seven years out of bridge practice – neither fair to his ship, nor to him – because he is unlikely to be able to do himself justice, nor will he retain his Captains confidence. "Ah" – we all say, "we'd love to do something get out of Comms for a bit .... but the % x £ s?! appointer won't let us!!"

Having done some careful sums, I believe that this problem can be overcome, like this. The first job after SD(C) course should be as OOW2 in a **private** frigate either a Leander or Type 21 – for up to 2 years. On average, we commission 12 SD(C)'s per year, so could man 24 frigates with OOW2's at any one moment. Good experience, and good for the Service, and the other SD sub-specialists, who have done too much time at sea for too long with too few. This is then followed by a junior shore job, which will be in 'C' billets – DSCO of a COMCEN, Whitehall watchkeeper, Kelly Squadron and teaching at *Mercury* are examples. By the end of this second job the mean seniority will be 3 years as a Lieutent.

At this point I believe that the majority of our 12 men should return to sea. There are 8 SCO billets for Captains(F) to be filled, and the PWO scheme/numbers can not provide sufficient manpower for AWO(C)'s to do this. Why not an experienced, competent SD(C), who by definition, will also be the senior watchkeeper? The numbers allow it, for we will need 4 per year; for the other 8 the options are either PWO, or Dagger and a new construction ship, Staff training, or XO's of CMS or perhaps language training. After 2 years in this range of sea going billets, a pell of shore time follows, again in a Comms appointment carrying more responsibility than before, and this will complete in time to get the officer to sea again for his first job in the zone as SCO in a D.L.G.

This plan has advantages. First, it provides Captains (F) and Captains of DLG's with more experienced and in date advice than at present, not only as (C)'s but also as watchkeepers. It keeps your 'eye in' for watchkeeping. It gives you a chance to opt for a break from Comms at the 3 years seniority mark to go and be XO, or to Dagger, or to staff train, with a subsequent chance of keeping your options open for employment in Comms and it increases general appointing flexibility.

There are difficulties too; the status of the SD(C) with Captain (F) is one. Some junior (C)s of today may find themselves being SCO's to (F)'s twice, and it will take a long time to implement. It will also increase family separation, which, for the (C) with a high proportion of valuable shore service, has been less than for the other seaman SD's. Think about it!

Finally, I believe that, with your support, we can move towards this pattern late this year, and it could be implemented fully by the end of 1978, without turbulence, given patience and co-operation.

# COMMUNICATIONS GAZETTE

## APPOINTMENTS

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

| Name | Rank | Whither | Whence |
|---|---|---|---|
| BAKER, J.D. | A/S/Lt | Dryad | Monkton |
| BAKER, M.S. | Lt | Drake | Mercury |
| BAWTREE, R.M.H. | Lt. Cdr. | Jaguar | Charybdis |
| BENNETT, N.J. | A/S/Lt | Dryad | Glasserton |
| BENSON, J.M. | Lt. Cdr. | Mercury | Dryad |
| BERTHON, S.F. | Rear Admiral | Flaf Officer Medway | Chief of Naval Staff (Operational Requirements) |
| BROOKS, A.H. | Lt | RAF Medmenham | RAF Rudloe Manor |
| BUNTING, R.H. | Lt. Cdr. | Mercury | DGW(N)/DSWP(N) |
| BURLING, W.J. | Lt. Cdr. | AF South | DNS |
| BURNS, B. | Lt. Cdr. | Leander | Diomede |
| CAHILL, M.J. | Lt | Exchange C.F. | Mercury |
| CAMPBELL, C.G.H. | Lt. Cdr. | Staff of FOF 1 | Dryad |
| CARRINGTON, J.A. | Lt | Lynx | Birmingham |
| CARTWRIGHT, N.R.H. | Lt. Cdr. | RMCS Shrivenham | ASWE |
| CLINTON, T.E. | Lt. Cdr. | Staff of FONAC | Drake |
| COLMER, A.A. | Lt | Commcen Whitehall | Mercury |
| COOPER, D.S. | Lt | Ark Royal | Drake |
| CRAIG, S.E. | 2/O | AF North | Excellent |
| DAVIES, J. | Lt. Cdr. | Exmouth | HQ COMIBERLANT |
| DRAKE WILKES, J.B. | Lt. Cdr. | Ark Royal | RN Staff Course |
| DUKE, V.S.V. | Cdr. | RAF Medmenham | RAF Rudloe Manor |
| DYKES, J.E. | Cdr. | Mercury | Cochrane |
| ELLIS, M.G.M.W. | Cdr. | USN | Mercury |
| FREEMANTLE, D.J. | Lt. Cdr. | Juno | Juno in Command |
| FRY, G.E. | 2/O | Mercury | Rooke |
| FULFORD DOBSON, M. | Cdr. | Cochrane | Heron |
| HARLAND, OBE P.A.C. | Cdr. | Nelson | Silver Jubilee Review Planning Team |
| HULBERT, C.I. | A/S/Lt | Dryad | Reclaim |
| HUNTER, C.W. | Lt. Cdr. | Mercury | Staff of FOF 1 |
| JAY, K.H. | Lt. Cdr. | Dryad | ACR |
| KEMP, N.G. | Lt. | ACR | Mercury |
| LAYMAN, C.E. | Cdr | Dryad | Britannia |
| LEGAARDEN, J.T. | Captain CAF | Mercury | Dryad |
| LISHER, J.F.W. | A/S/Lt | Dryad | Tiger |
| LORIMER, A.H. | Cdr | Saker | NDC Latimer |
| LOWDEN, G.W. | Captain | CINCAFNORTH | Bacchante |
| McMULLEN, C.J. | Lt. Cdr. | DNS | DCCIS |
| MITFORD, T.B. | Lt. Cdr. | RN Staff Course | Ankara |
| MULHOLLAND, J. | 2/O | RNC Greenwich | Heron |
| MURPHY, J.T. | Lt. Cdr. | Mercury | Hermes |
| NICOL, J.M. | Lt | Commcen Gibraltar | Mercury |
| PROVEST, A.G.M.A. | Cdr | COMIBERLANT | Ardent |
| PURVIS, J.W. | Lt. Cdr. | MOD | Hubberston in Command |
| REED, G. | Lt. Cdr. | Commcen Portsmouth | Heron |
| RICHARDSON, A.B. | Cdr | Dryad | Amazon |
| RIGGS, J.J. | Lt. Cdr. | Drake | Retired List |
| ROOT, W.R. | A/S/Lt | Dryad | Wakeful |
| ROSKILL, J.W. | Lt. Cdr. | CNOCS | ASWE |

| | | | |
|---|---|---|---|
| SANDERS, J.T. | Lt. Cdr. | Dryad | Salisbury in Command |
| SANDERSON, J.A. | Lt. Cdr. | Pembroke | Retired List |
| SHORTHOUSE, W. | Lt. Cdr. | CND | Retired List |
| SMITH, W.V.H. | Lt. | Dryad | Diomede |
| SNOW, K.G. | Lt | Mercury | Dryad |
| SOMMERVILLE-JONES, O.D. | Lt. Cdr. | Amazon | Staff of CINC Fleet |
| SYMONDS TAYLOR, R. | Cdr | ASWE | CBNSW |
| TAYLOR, D.T. | Lt. Cdr. | Warrior | Nelson |
| TRAER, E.W. | Sub. Lt. | Dolphin | Orpheus |
| TUBB, T.F. | A/S/Lt. | Tenacity | Kingfisher |
| TUKE, P.J.V. | Cdr. | NDC Latimer | MAT Co-ord (N) |
| VILLIER, R.F. | Lt | Mercury | RN Staff Course |
| WAUGH, A.A. | Cdr | SWOC | Dryad |
| WINGETT, J. | Lt | Mercury | Commcen Whitehall |
| WOLLAN, K. | Cdr | Staff of CINC Fleet | CENTO CMPS Ankara |
| WORTHINGTON, P.E. | Lt | Nelson | Commcen Portsmouth |

## PROMOTIONS

**Lieutenant Commander to Commander (to date 31 Dec 76)**

J. Davies
J.E. Dykes
D.J. Freemantle
J.T. Sanders

**Lieutenant (SD) to Lieutenant Commander (SD)**

W.J. Prickett
D.A. Duncan

**Sub Lieutenant (SD) to Lieutenant (SD)**

M.J. Bee
R.M. Craig
M.R. Davies
D.J. Ingham
M.I. Park
C. Phillips
J.C. Smith
E.W. Traer
W.J. Whelan
G.S. Wilson

**Second Officer, WRNS to First Officer WRNS**

Miss E.A. Roscoe

**Third Officer WRNS to Second Officer WRNS**

Miss G.E. Fry
Miss C. Poulter

## OBITUARY

**We regret to announce the death of ex-Chief Communication Yeoman Benfield who died at the end of September at the age of 53.**
**"Ben" Benfield joined the Royal Navy in 1938 at the age of 15. He served in HMS *Valiant* and was one of the survivors of HMS *Coventry* when she sunk. He served in submarines from 1942 to 1953, finishing as Chief Yeoman to Flag Officer Submarines.**
**Joining the RNR on his retirement from the RN in 1963, he served with the Exeter Unit, RNR until 1975.**
**During his service in the RN he played Rugby and water polo for various Naval teams and following his retirement played an active part in all aspects of local life.**

# DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the FLEET SECTION NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your articles for the Spring 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 |
|---|---|---|
| Abbott, K.R. | (ROSM) | Dolphin |
| Abell, R. | CRS(W) | Dryad |
| Ahearne, M.P. | LRO | Plymouth |
| Allan, R.F. | RS | Forest Moor |
| Allan, I. | RO1(T) | Blake |
| Allen, J. | LRO(T) | Rothesay |
| Allen, G.C. | A/CRS(S) | Raf Tangmere |
| Allen, R.J. | CCY | Antrim |
| Allen, A.M. | LRO(T) | FO Plymouth |
| Allen, M.E. | RO2(T) | FO Plymouth |
| Anderson,G.W. | JRO(G) | Brighton |
| Anderson, R.K. | LS(EW) | Mercury |
| Anderson, M. | CRS | Nelson to Release |
| Andrew, D. | A/LRO(G) | Dolphin |
| Andrews, M.S. | AB(EW) | Dryad |
| Archibald S.J. | RO2(T) | Birmingham |
| Aldridge, S.L. | CY | Mercury |
| Askew, D.M. | A/RS | Mercury |
| Austin, G. | RO2(T) | Laleston |
| Bacon, M.B. | JS(EW) | Naiad |
| Bagby, S. | RO1(T) | Mercury |
| Bailey, J.H. | FCRS | Fife |
| Baines, C.M. | LRO(G) | Neptune |
| Bailey, E.V. | LRO(G) | Cincfleet |
| Bajona, M. | LRO(G) | FOST |
| Baker, D.R. | RO1(G) | Commcen Whitehall |
| Baldwin, T.R. | LRO(T) | Mercury |
| Bamber, W.D. | JRO(T) | Fife |
| Banks, S.J. | SEW | Mercury |
| Barlow, P.L. | LRO(G) | Tangmere |
| Barnes, J.R. | JRO(T) | Neptune |
| Barrow, R.P. | LRO(W) | RAF Tangmere |
| Bell, G.W. | (ROSM) | Dolphin |
| Bennett, G. | RO1(T) | Blake |
| Bewsher, R.K. | LRO(G) | Sheraton |
| Bell, R.G.G. | RS(W) | Dryad |
| Bibby, C. | RO2(T) | Mercury |
| Bills, D. | CY | Bacchante |
| Birtwistle, J.W.L. | CRS | Release |
| Biggs, E.A. | RO1(T) | Llandaff |
| Blackburn, D.A. | CRS(W) | Ark Royal |
| Black, M. | RO2 | Nubian |
| Bolt, K.B. | RO1(T) | Ark Royal |
| Bodger, G.C. | JS OPS | Dolphin |
| Borrett, L.W. | RS | Mercury |
| Boucher, J.L. | CY | Naiad |
| Brace, D. | RO2 | Tangmere |
| Brindley, J.E. | LRO(G) | CINCNAVHOME |
| Bradshaw, H. | A/LRO(T) | Whitehall |
| Bullen, P.J. | CY | Mercury |
| Cadwallender, A. | RS | Ark Royal |
| Campbell, C.W. | RO1(G) | Wilton |
| Carter, G. | A/RS | Mercury |
| Carrington, R.C. | PO(EW) | Dryad |
| Catchpole, S.J. | JS(EW) | Arethusa |
| Challinor, M.J. | FCRS | FOF1 |
| Child, M.D. | RS(W) | Galatea |
| Cheer, R.D. | RO1(T) | Release |
| Chalcroft, G.T. | LRO(G) | CINCNAVHOME |
| Chiddicks, C.J. | A/PO(EW) | Dryad |
| Clark, A.F. | RS | Torquay |
| Clare, J.C. | LRO(G) | Malabar |
| Clark, W.A. | RO1(G) | Gib Commcen |
| Clark, A.S. | RO2(G) | Cambridge |
| Cook, P. | AB(EW) | Mercury |
| Connelly, J. | (ROSM) | Dolphin |
| Cockett, A.D.J. | CRS | Release |
| Corran, D. | LRO(G) | Charybdis |
| Connor, W.G. | A/LRO(T) | FOST |
| Cooksley, A.W.B. | RO1(G) | CINCNAVHOME |
| Cooper, D.C. | SEW | Mercury |
| Cobb, E.S. | RS(W) | Dryad |
| Cringle, D.J. | RS | BRNC Dartmouth |
| Crighton, R.G. | A/LRO(W) | Phoebe |
| Craig, A. | SEW | Antrim |
| Davies, G.J. | RO1(T) | Tamar |
| Dawson, D.G. | CY | Excellent |
| Daysh, W.M. | RO1(G) | Mercury |
| Daniels, A.W. | SEW | Achilles |
| Day, B.J. | LRO(W) | Phoebe |
| Dexter, P.G. | RS(S) | Centurion |
| Deacon, A. | RO1(G) | Mercury |
| Dempsey, P.J. | RO1(G) | Mercury/Release |
| Dickinson, P.R. | RO1(W) | Mercury |
| Dickie, A. | LRO(W) | Jupiter |
| Dibnah, R.F. | LRO(T) | Release |
| Dickinson, S.W. | JRO(G) | Cambridge |
| Downey, D.L. | RS | Fearless |
| Doak, T. | A/CY | Dolphin |
| Drew, D.J.D. | RS(W) | Mercury |
| Dragisic, M. | RO2(G) | Cambridge |
| Durrant, P.D. | LRO(G) | ACCHAN/EASTLANT |
| Dyer, P. | A/LRO(G) | CINCNAVHOME |
| Eady, M.D. | RO1(T) | Mercury |
| Earl, C.T. | RS | Nelson to Release |
| Eaton, D. | RO2(T) | Llandaff |
| Eddiford, M.J.D. | RO2(G) | Antrim |
| Edmonds, P.G. | RO1(T) | Release |
| Edgell, P.J. | CPO(OPS) | Dryad |
| Eggby, M.E. | RS | Mercury |
| Ellis, D.L.M. | RO2(G) | Dolphin |
| Ememy, C.E. | LRO(G) | Mercury |
| Emery, I.G. | LRO(G) | Dolphin |
| Evans, J.C. | LRO(T) | CINCFLEET |
| Evans, D.J.W. | CCY | Mercury |
| Everett, K. | RO1(T) | FOSNI |
| Eves, P. | LRO(W) | Release |
| Fairman, C.S. | LS(S/M) | Dolphin |
| Farnan, A.R. | RO1(W) | Ariadne |
| Farrow, J.L. | LRO(W) | Whitehall |
| Ferguson, C. | RO1(G) | Mercury |
| Feltwell, B.S. | RO1(G) | Beachampton |
| Ferrier, J.R. | RO2(G) | AFCENT |
| Field, D.N. | A/LRO(T) | FOF2 |
| Finch, G.A. | A/LRO(G) | CINCNAVHOME |
| Fitch, P.J. | RO1(G) | Mercury OXP |
| Ford, M. | RO1(G) | Release |
| Foster, J.W. | LRO(T) | Mercury |
| Fudge, D.A. | RO1(G) | Dee |
| Garnsworthy, D.J. | A/CY | Mercury |
| George, P.S. | A/LRO(G) | Mercury (T) |

| Name | Rate | Whither |
|---|---|---|
| Gibson, C.C. | A/LRO(G) | Mercury |
| Glazier, T.C. | CY | Salisbury |
| Goacher, I.M. | CRS | Diomede |
| Grace, A.V. | JRO(G) | Charybdis |
| Greensides, T.A. | RS(W) | Mercury |
| Grady, R.J. | JRO(G) | Blake |
| Harvey, N.E. | RO1(G) | Diego Garcia |
| Hambling, L.A. | (ROSM) | Dolphin |
| Hanks, M.R. | A/LRO(T) | Mercury (T) |
| Hanson, N.B. | A/LRO(W) | Birmingham |
| Harding, C.R. | JRO(G) | Hermes |
| Hammond, P.W.J. | RS(W) | Euryalus |
| Hall, W.J. | RS(W) | Dryad |
| Heaton, J. | RO1(T) | Kent |
| Higgins, B.M. | LRO(G) | Mercury OPS |
| Hows, A.C. | RO1(T) | Mercury (T) |
| Hood, B. | CRS(W) | Fife |
| Hopson, V.A.P. | RO2(T) | Hermes |
| Hutchings, R.D. | LRO(T) | Mercury |
| Ibbotson, J.S | RO1(W) | Galatea |
| Irwing, S.L. | RO1(G) | Commcen Whitehall |
| Irvine, A.C. | LRO(G) | Tangmere |
| Jackson, G.R.P. | LRO(T) | Ark Royal |
| Jackson, P. | RO1(G) | Mercury |
| James, J.T. | A/CY | Mercury |
| Jackson, M.D.E. | SEW | Ajax |
| Jenkinson, M.L. | RO2(T) | Matapan |
| Johnston, I. | (ROSM) | Dolphin |
| Judges, C.W. | CCY | Newcastle |
| Keiller, R.G. | A/RO1(T) | Glamorgan |
| Keay, M. | LRO(T) | RAF Tangmere |
| Kerr, M.H. | LRO(W) | RAF Tangmere |
| Kewn, K.C. | RO1(G) | Blake |
| King, B.A. | LRO(T) | Mercury |
| Knill, L. | RS(W) | Phoebe |
| Knockton, R.F. | SEW | Leander |
| Lawson, T.D. | RO1(G) | Laymoor |
| Lawson, R.J. | AB(EW) | Mercury |
| Lewis, R.T. | LRO(G) | FOCAS |
| Leesing, G. | AB(EW) | Mercury |
| Le Petit, M.L.W. | JRO(G) | Birmingham |
| Lloyd, W.L. | CY | Vernon |
| Lock, P. | RO2(G) | Dundas |
| Lloyd, E.R. | CRS | Mercury |
| Lowe, K. | RO2(T) | Glamorgan |
| Mather, G.J. | LRO(G) | Heron |
| Martin, K.C. | CRS(W) | BRNC Dartmouth |
| Marsh, D.J. | LRO(T) | Ardent |
| Mckeever, A. | CRS(W) | Dolphin |
| Macfarlane, S.A. | LRO(G) | Glamorgan |
| Mackay, I. | LRO(W) | Release |
| Mcleod, I.M. | A/RO1(W) | Mercury |
| Mcbain, G.S. | RS | Mercury |
| McCarthy, A.J. | LRO(W) | Blake |
| McGuckian, F.S. | LRO(G) | CINCFLEET |
| Meyerhoff, C.P. | AB(EW) | Dryad |
| Molloy, I. | RO1(G) | Aurora |
| Morgans, R. | A/RS(W) | Dryad |
| Morrison, G.A. | RO1(G) | Gib Commcen |
| Molloy, C. | RO2(G) | Matapan |
| Nelson, J.A. | RS | Mercury |
| Noble, N.J.S. | LRO(W) | Apollo |
| Noxon, P. | CY | Mercury |
| Nutty, D.L. | A/LRO(G) | Mercury |
| Nute, T.A.A. | LRO(T) | Mercury |

| Name | Rate | Whither |
|---|---|---|
| Nunn, B.C. | SEW | Gurkha |
| Oakden, K.R. | A/LRO(T) | RAF Tangmere |
| Oregan, D.M. | RO1(G) | Mercury |
| Owers, G.M. | A/LRO(T) | Mercury/Release |
| Parker, R.M. | A/RS(G) | Dolphin |
| Paterson, R.S. | A/RS | Mercury |
| Pay, C.J. | RO1(W) | Mercury |
| Patterson, F.B. | LRO(W) | Andromeda |
| Penliston, R. | A/CCY | Centurion |
| Phippen, R.W. | S(EW) | Charybdis |
| Pickworth, K. | JCA | Naiad |
| Pidgen, P. | RO1(G) | Nelson/Release |
| Pope, S.A. | RO1(G) | Mercury |
| Powell, J. | LRO(T) | Mercury |
| Power, T.A. | S(EW) | Apollo |
| Pugh, D.V. | CPO(OPS) | Blake |
| Quinell, K.R.A. | RS | Maidstone |
| Ransombe, I.D. | LRO(T) | Mercury |
| Ratigan, D.P. | LRO(G) | Mercury |
| Reilly, J.C. | CY | Nelson/Release |
| Reeve, S.D. | LRO(G) | Release |
| Reed, R.P. | RO1(G) | Mercury |
| Ridler, I.J. | LRO(W) | Mercury |
| Ross, A. | CCY | Kent |
| Robinson, M. | S(EW) | Jupiter |
| Rose, D. | RO1(T) | FO Plymouth |
| Rockett, L.S. | A/CY | ACCHAN/EASTLANT |
| Rewett, J.C. | A/LRO(G) | Mercury/Release |
| Rowney, R.F. | CRS(W) | Dryad |
| Rowlett, I.W. | RO1(G) | ACCHAN/EASTLANT |
| Rhodes, S.D. | LRO(G) | Mercury |
| Ryan, K. | RO1(G) | Wetton |
| Sandford, V. | A/LRO(G) | Mercury |
| Sackfield, J.G. | CCY | Mercury/Release |
| Saunders, P.S. | LRO(W) | RAF Tangmere |
| Sanders, P.S. | LRO(G) | Leander |
| Seaife, J.R. | RS | Mercury |
| Sheere, P.J. | LRO(G) | Fearless |
| Shaw, A.J. | S(EW) | Arethusa |
| Sharp, M.J. | A/RS | FO Plymouth |
| Singer, D. | RO1(G) | Release |
| Skirving, J.R. | RO1(W) | Mercury |
| Smith, D.S. | LRO(G) | Phoebe |
| Smith, J.E. | RO1(G) | ACCHAN/EASTLANT |
| Smith, G.G. | LRO(G) | Gib Commcen |
| Smith, R.J.V. | LRO(G) | Whitehall |
| Smith, M.S. | A/PO(EW) | Dryad |
| Smith, G. | S(EW) | Diomede |
| Smallman, A.E. | CY | Antelope |
| Southwell, R.G. | AB(EW) | Mercury |
| Spurgison, N.J. | LRO(T) | Mercury |
| Sturgeon, N.D. | LRO(G) | CINCNAVHOME |
| Sterne, R.G. | CRS | Release |
| Strannix, W.F. | LRO(G) | Mercury |
| Stevenson, K.S. | S(EW) | Galatea |
| Stephenson, R. | RO2(G) | Birmingham |
| Surrey, S.R. | RO2(G) | Arethusa |
| Summerell, N. | RO1(T) | Blake |
| Taverner, M. | LRO(G) | Orkney |
| Taverner, C.L. | LRO(G) | Release |
| Thomoson, J.B. | LRO(G) | FOST |
| Thompson, D.L.J. | JS(EW) | Glamorgan |
| Todd, D.A. | RO1(T) | Mercury |
| Trenell, G. | CY | Blake |
| Thomas, G.M. | RO1(G) | Release |

| Name | Rate | Whither |
|---|---|---|
| Vanstone, P.C. | RO1(T) | Whitehall |
| Varney, J.A. | CCY | Ark Royal |
| Varns, D.P. | RO1(T) | Brittania |
| Walton, D.R. | RO1(T) | Mercury OXP |
| Watts, G.A. | LRO(T) | Ambuscade |
| Watling, A.R. | RO1(T) | Mercury |
| Ware, P. | RO1(T) | Whitehall |
| Ward, M.R. | S(EW) | Mercury |
| Warren, M. | RS(W) | Dryad |
| Warren, B. | S(EW) | Devonshire |
| Webb, C.C. | A/CRS | Mercury |
| Weedon, C. | RO1(W) | Dryad |
| West, D.L. | RO1(T) | Gib Commcen |
| Webster, J.K. | RS | Mercury OXP |
| White, G.H. | RS | Mercury |
| White, S.W. | L(ROSM) | Mercury |
| Whelan, J.A. | RO1(G) | Dolphin |
| Whibley, S.E. | RO1(G) | Mercury |
| Wilson, J.D. | RO1(G) | Mercury |
| Wightman, W.G. | RO1(W) | Release |
| Wiggins, M. | RO1(G) | Blake |
| Willis, D.M. | RO1(T) | Mercury |
| Wood, P.J. | RO1(W) | Ariadne |
| Wood, S.E. | JRO(T) | Birmingham |
| Woodhouse, L.A. | RO2(G) | Fife |
| Wray, S.P. | JS(EW) | Ashanti |
| Yearsley, F. | RO1(G) | Commcen Whitehall |
| Young, A. | RO1(G) | Blake |

## COMMISSIONING FORECASTS

EDITOR'S NOTE: *The following details are forecasts only, changes may well take place at short notice.*

*Arethusa* – GP Frigate. Completes major refit at Portsmouth. 17th December.
*Bacchante* – GP Frigate. Starts refit at Gibraltar, ships company transfer to HMS *Scylla*. February 7th.
*Hydra* – Survey vessel. Starts major refit at Portsmouth. 7th February.
*Wotton* – CMS. Starts refit at Gibraltar February 21st, thence to 1st MCM Squadron.
*Scylla* – GP Frigate. Completes refit at Gibraltar 4th March.
*Conqueror* – SSN. Completes refit at Chatham 28th March.
*Pollington* – CMS. Completes refit at Chatham 28th March thence to FPS
*Otter* – SSK Starts major refit at Portsmouth 28th March.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