

THE COMMUNICATOR



VOL. 3
Nº 1

EASTER
1949

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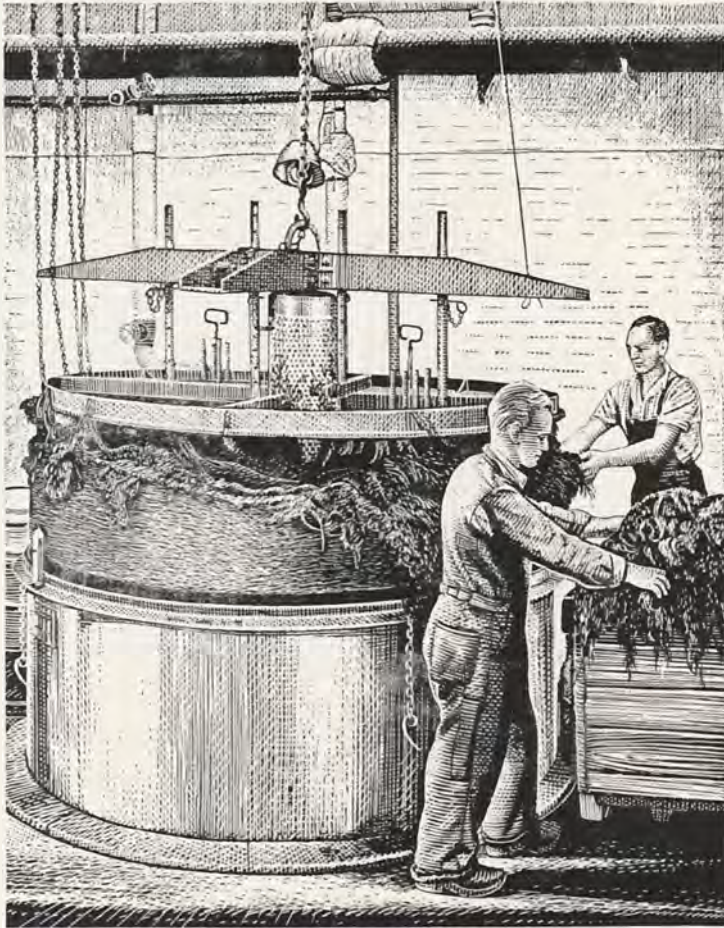
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THE COMMUNICATOR*The Magazine of the Communications Branch, Royal Navy*

EASTER 1949

■ VOL. 3. NO. 1. ■

ONE SHILLING & THREEPENCE

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East Meon, near Petersfield, Hampshire.



THE DIRECTOR OF SIGNAL DIVISION, ADMIRALTY, CAPTAIN G. R. WAYMOUTH, C.B.E., ROYAL NAVY

Qualified in Signals, 1925-26.

Fleet Wireless Assistant, Atlantic Fleet, H.M.S. *Revenge* and *Nelson*, 1927-28.

Flag Lieut. and Signal Officer to R.A.2, H.M.S. *Royal Oak* and *Barham*, Mediterranean Fleet and Atlantic Fleet, 1929-30.

Experimental Department, H.M. Signal School, 1930.

Staff Course, 1930-31.

Flag Lieut. and Signal Officer to R.A.S., 1931-32.

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Fleet Wireless Officer, Home Fleet, 1935-36.

Promoted Commander, December, 1936.

Experimental Department, H.M. Signal School, 1936-38.

H.M.S. *Leith* (in command), 1938-40.

Signal Officer, Western Approaches, 1940-43.

Promoted Captain, December, 1942.

Deputy Director. Signal Division (Y), 1943-44.

H.M.S. *Delhi* (in command), 1944-45.

Captain of the Fleet, Mediterranean, 1945-47.

Director of Signal Division, 1947.

EDITORIAL

Almost the last question in the long series that arises during the production of the magazine is: "How many are to be printed?" The answer depends upon how many have been ordered at the time the question pops up, which is necessarily some time before the magazine is ready for distribution. Orders that come in after this time can only be met by taking the risk of having a good number of unsold copies, and thus of wasting material and money. You will be helping THE COMMUNICATOR if you will organise a "bulk" order, however small, from your ship or establishment and if you will send it in in good time, say about a month before the numbers appear at Easter, Summer (end of July) and Christmas.

Please send in any suggestions or criticisms that you may like to make. It will always be impossible to please everybody, but by doing this you will assist us to discover if a particular section of the magazine is disliked and which sections are most enjoyed.

BY THE WORLD FORGOT

Extracts from an ancient Parish Register:

"Ricard Wiat baptized sixth daie of January MDLXXXii. . .

"Ricard Wiat married Margery Boniface ii daie of March MDCiiii. . .

"Ricard Wiat buried vii daie of November MDCii."

Glancing casually down the faded page, it came as rather a shock to realise that a span of seventy years separated the first from the last of these three entries. That one had the record of the whole life of a man contained on one single page of yellow parchment.

It is almost indecent that a long and, doubtless, useful life should have been reduced to such colourless insignificance.

Richard Wyatt seems to have been a substantial farmer and must have led an active and interesting life. He experienced all the joys and the sorrows, all the hopes and excitements and, indeed, all the thousand other ingredients which go to make up life as we too know it. Yet, that he was baptized, married and buried is all the record of that full life that has come down to us.

It makes us somewhat bitter when, having thought someone to be a real friend, we find that as soon as we have moved on we have almost immediately been forgotten by him. We meet again, but our demonstrations of pleasure are at once checked by an unexpected vagueness and embarrassment on our friend's part. We realise that we have gone out of his life. This world is rather like that shallow friend. For a while it courts our every attention, it tries to claim us, body and soul, but, when we have passed on our inevitable way, the most that it has to say of us is: "Ah, yes, I believe I do remember that he was born, married and buried here."

Poor old Richard Wyatt! Perhaps he has chuckled

at that register many a time during the centuries which have followed the final writing of his name in it. To be "by the world forgot" would have been an unhappy thought once, but now he can afford to laugh because he at last fully understands what an imposture all the pretensions of Old Man World really are.

Like most of us, he was fooled into mistaking the seed for the flower. He was, during his human life, in the seed state and the world that he lived in was the seed-bed. For seventy years he endured the terrors of the gloom, thinking all the while that life was a worrisome and precarious thing; still, he feared to die, being uncertain of what might lie before him. But in the end death came to him as it does to all. It was then that he at last saw his mistake. He had been the seed, not the plant, and, like all seeds, he had to die so that he might be transformed into a growing plant and blossom forth in perfection. He had to shake himself clear of the earth into the pure air of heaven so that, in the sunshine of God's presence, he might grow into that perfect thing God had always intended him to be.

Which, of course, is the Easter Message put in a different way.

PADRE.

OBITUARY

The death of Mr. Thomas Roland Price, M.B.E., at the age of 56, on 13th December, 1948, severs one more of the links which have helped to connect the Communication Branch of today with that almost legendary age when the "Bunting" ruled the world of Signals, and the "Sparker" was scarcely known.

Entering the Navy as a Signal Boy, Mr. Price served in many parts of the world, and was present at Jutland, where he was severely wounded. He was pensioned in 1934, having held the rating of Chief Yeoman of Signals for a considerable time.

As a pensioner, he served in the Signal Distributing Office in the Royal Naval Barracks, Portsmouth, and was recalled to the Service in 1939. Medically unfit for service afloat, he continued in charge of the S.D.O. throughout the war, and received the British Empire Medal for his outstanding devotion to duty. On demobilisation, he continued as head of the reorganised Main Signal Office, with a Civil Service appointment as T.C.I.

A keen gardener, and a prize-winner in several local horticultural shows, Mr. Price attained prominence in local affairs as the Honorary Secretary of the Cosham and District Allotments Association, a position which he occupied for nearly fifteen years.

Increasing ill-health and two major surgical operations eventually forced him to relinquish his active participation in this hobby, and in September last he was unable to continue his work in the M.S.O. He leaves a widow and one son.

A. R. J.

THE NEW A.S.R.E.

Rumours that the Admiralty Signal and Radar Establishment is to move from its present laboratories in Haslemere and Witley have been current for some time, and those who have seen the vast works now in progress on the top of Portsdown Hill will know that the Establishment's new and permanent home is already well on the way to completion.

Planning for the new buildings was begun as long ago as October, 1944, although at that time the actual site was undecided and only general estimates of land area, cubic content of laboratories and approximate layout could be considered. In March, 1945, however, the land alongside Fort Southwick, on Portsdown Hill, was selected, and work on the detailed design immediately began.

One of the first decisions reached was that the run of the Portsmouth Hill Road should be altered to allow a part of its existing length to be included in the site. By doing this a great amount of excavation was avoided which would otherwise have been necessary to obtain level foundations for the new buildings. Plans for the new road, as well as for the rest of the undertaking, were submitted to the many interested authorities early in 1946, and in August of that year the building programme began. This was envisaged in three stages: firstly, the Workshop Block and the Production-Test and Stores Block; secondly, the Canteen, three laboratory blocks, Police quarters and various other ancilliary buildings; and, thirdly, the Main, or Office, and Administration Block. Until the completion of the permanent canteen as part of the second stage, a temporary canteen was to be erected near to, but not actually on, the site of the final building.

The Main Block, Canteen, Production-Test and Stores Block, and the laboratories, were sited along a line running west-east on the ridge of Portsdown Hill, with the Main Block at the west end and nearest to the Fort itself.

The Workshop Block was to be a little to the north of the Main Block, while approximately half a mile to to the west of the Fort was sited a small block of laboratories, the land around which was intended as a trials ground.

Money for the first stage of the building programme was provided in the 1946-47 Naval Estimates, and for the second stage in the Estimates for 1948-49.

The main reason for concentrating early efforts on the Workshop Block was to speed up the derequisitioning of the King Edward School at Witley, where the Workshops were then accommodated. The new block was ready for occupation by September, 1948, and, by the end of the year, the greater part of staff and machines had been transferred and the school vacated.

Labour was then concentrated on the Production-Test and Stores Block, due for completion by 1st April, 1949. It is intended to use a part of this block as temporary accommodation for the Communications Division from Lythe Hill, thus leaving the buildings

at present occupied by this division free to house various sections of the staff hitherto in Whitwell Hatch Hotel, Haslemere, which is to be derequisitioned at the end of July.

Two other "outposts" of A.S.R.E. will be closed at about the same time: the Testing Section at Brighton moving directly to Portsdown and the Handbook Section at Hambrook House, Nutbourne, moving to Lythe Hill. No further moves after these will take place until, with the completion of the laboratory blocks at Portsdown, the various Radar sections now at Pinewood (Witley) will be gradually transferred.

The most outstanding feature of this somewhat complicated series of movements scheduled to take place over the next three or four years is that at no one time will more than a comparatively small portion of the Establishment be "in transit," thus ensuring that continuity in all research and development projects will be maintained. To make this possible has been no easy task for those entrusted with the over-all planning of the programme, who have always been confronted with the two conflicting urgencies of reorganising the dispositions of practically the whole staff and at the same time completing the scientific work in hand with the minimum delay.

That the move has gone smoothly so far is a tribute to all concerned, especially perhaps to those who have suddenly found their work has moved some forty miles farther away, by a somewhat cross-country route, from their homes.

B. M. ADKINS, A.S.R.E.



STOWAWAY? THIS IS A CASE FOR THE PSYCHOLOGIST

LET'S TALK SHOP !

Advancement to the Leading Rate

The present acute shortage of Leading Telegraphists and the large numbers of Leading Telegraphists and Leading Signalmen that will be required in addition during the next few years, have made it necessary to review the conditions of advancement to see what steps could be taken to help in maintaining Port Division numbers in those rates.

As a result, it has been decided, as a temporary measure, to reduce the time qualification for advancement to Leading Telegraphist and Leading Signalmen from two years to eighteen months and it is expected that an Admiralty Fleet Order authorising this will have been issued by the time this article appears in print.

No alteration has been made to the other qualifications required.

This further emphasises the need to make early application for a course and to pass the Educational Test, Part I.

Courses for P.O. Telegraphists and Leading Telegraphists

In order to meet the need for the replacement of a large number of P.O. Telegraphists that will occur in the near future, it has been found necessary to increase the number of courses per year, and to do this a policy similar to that recently introduced for Leading Telegraphists' courses has been adopted. The courses are now divided into two parts which will enable candidates to join the course at seven or eight weekly intervals instead of every fifteen weeks as heretofore. Similarly, ratings who fail at the end of the first part of the course will be removed from the course and drafted to relieve other ratings who are awaiting the course.

The arrangement of staggering the qualifying courses for Leading Telegraphist is, on the whole, successful, and it is reducing the waiting time for those Telegraphists who want to get on and do a course "in the Signal School." But candidates are finding that more work is required from them to make the grade at the first six weeks' examination—failure meaning that at least three months further experience is necessary before reapplication is considered.

More and more Communication ratings are leaving Signal Schools competent in Morse or copy typing, but continual practice is required, even although a four week's course with perhaps a further two weeks' "continuation" has been completed, to maintain the standard obtained. Commercial typists find that a week-end away from a typewriter is enough to cause errors and mistakes on Monday morning. There is generally a typewriter available in the smallest ship and no difficulty should be encountered in using it for an hour a week, especially if the "owner" knows that one can Morse-type or touch-type.

Lower Standards

It has recently come to light that of the fairly large numbers of Lower Standard ratings who remain, only about 40 per cent. have volunteered for Higher Standard courses. This is probably due to an oversight or misunderstanding on the part of the ratings concerned, and it is pointed out that it is to their own advantage to get through the Higher Standard course and examination as early as possible, as they are debarred from further advancement until they have done this. This is particularly so in the case of Lower Standard P.O. Telegraphists and Yeomen, who have only to pass the appropriate Higher Standard examination in order to be eligible for advancement to the C.P.O. rate.

If you have been waiting a long time for a course or if there is any doubt as to whether your name is on the roster for a course, you are advised to make another request so as to make sure that your recommendation has not gone astray.

WIRELESS COMMENTARY

A new method of teaching Theory and Technical Instruction to Leading Telegraphists' courses is now being tried at Leydene. The idea is to remove the division between the two sides of what is essentially the same subject. One instructor handles both parts of the course, which is now known as "Wireless," the words "Theory" and "Technical" being dropped. Usually he will be an Instructor Officer assisted by Chief and Petty Officer Telegraphists as before. But it is hoped that at least some of the classes will be instructed by Commissioned Communication Officers and that the two will be interchangeable. If successful, the principle may be extended to other courses, and the new syllabus promulgated to other signal schools.

Now and again inquiries are received whether P.M.G. Certificates can be obtained through *Mercury*. Unfortunately *Mercury* is not able to carry out the examinations. The technical requirements differ from those now required in the Navy. But an operating examination at twenty words per minute has to be passed and this should not be beyond naval operators. It is understood that technical and procedure papers are now required, and the latest information is that 60 per cent. is required to pass. A study of the last pages of the latest P.M.G. Handbook for Wireless Operators gives examples of up-to-date technical papers.

The suggested procedure for anyone who wishes to obtain a certificate is to get in touch with a recognised Radio School and find out whether they will give some part-time instruction on ship commercial apparatus and arrange an examination for which there would be the appropriate fees. For the rest a course of private study, zealously pursued, should prove sufficient.

V/S COMMENTARY

In reply to a query we publish herewith details of the flags worn by ships of the Eireann Navy:

Ensign—The green white and gold national flag.

Jack—A green flag with a yellow fifteen-string harp in the centre.

Masthead Pendant—A white pendant with, at the hoist, a blue portion containing a yellow harp.

Commodore's Broad Pendant—A green broad pendant containing a large yellow star in the centre.

The Presidential Standard consists of a large gold harp with fifteen strings on a St. Patrick's blue background.

"L" BRANCH COMMENTARY

The institution of the Electrical Branch on 1st January, 1946, started a whole series of questions on subjects ranging from high level policy to badges for P.R.E.M.s. The question which *Mercury's* "L" staff has had to deal with most frequently and with ever-increasing tempo has been "When are you going to move to *Collingwood*?" Until recently answers to this question have necessarily been vague, and Communicators' demands on "L" Branch territory have had to be firmly resisted, though we must admit to a certain amount of infiltration.

Latest information from *Collingwood*, however, leads us to believe that we shall soon be in a position to write our swan-song. After a long series of ifs and buts, and at least one false alarm, we hesitate to make a definite forecast, but it really does seem as though the end of Electrical Branch training in *Mercury* is in sight at last and it is almost a certainty that L.I., with the bulk of his staff and equipment, will be evacuating



"L" Branch Staff

North Camp early in the Summer Term.

With few exceptions, the officers, chief P.O.s and P.O.s of the "L" staff have always been ex-Communicators and have been fortunate in being able to work in harmony with their old friends. We hope to carry that spirit away to our new school and to all the many ships and stations in which "users" and "maintainers" of wireless equipment will find themselves working together.

There will, of course, always be an "L" staff in *Mercury* and no doubt its members will continue to support *THE COMMUNICATOR*, though it is only fair to state that they will probably be busy writing articles for *Collingwood's* new-born magazine, *The Live Wire*. This number of *THE COMMUNICATOR* will, however, probably be the last to contain a "Commentary" from the present "L" staff, and we would therefore like to take this opportunity of saying "Good-bye".



MATTERS EDUCATIONAL

The post-war picture in Naval Education is gradually coming into focus. It is now evident that the Service will not be deprived of the facilities developed under the stress of war, and that consolidation of past gains and adjustment to changing needs are the keynotes of policy.

Previous paragraphs in this journal have touched on modern tendencies in the training and education of Boys, qualifications for advancement and promotion of both men and women, and in the provision of libraries. There remain the very important items Adult Education and Vocational Training, and their workaday partner, Technical Instruction.

A recent statement in Parliament by the First Sea Lord of the Admiralty indicates that future liaison between Services and Civil Educational Authorities will be the responsibility of a special committee, to be known as the Central Committee for Adult Education in H.M. Forces, and that the Services will make provision for the necessary funds. The Committee will consist of representatives of the Services' Education Departments, the Universities, Local Education Authorities, and voluntary bodies interested in adult education. The link between the Service man or woman and this Committee will be the Education Officer and E.V.T.O., working through Command Education Officers and the Education Departments of the Services.

While Vocational Training and Adult Education facilities have necessarily been reduced by the reduction in size of the Forces, it is not intended that they shall be reduced in quality. Every man or woman who desires to enlarge his or her general education, or to prepare for civil life, has, and will continue to have, excellent facilities.

Technical Training, too, is in process of being remodelled. In the Navy, constant revision of syllabuses (or syllabi, if you prefer that rather pedantic form) is accompanied by a marked increase in emphasis on efficiency in instruction. Greater attention is being given to correct teaching methods in all forms of instruction, and aids to training in the form of films, film strips, demonstrations, models, and instructional literature are being produced and distributed as generously as a twenty-four-hour day, a seven-day week, and limited finances will permit. Opinions differ as to whether the increased instructional hours now in force are also aids to efficiency, but there is no question as to their dire necessity if courses are to be completed in the short periods which man-power deficiencies dictate.

As far as the Communications Branch is concerned, new ideas on training have been applied to meet the new requirements which arise from the birth and growth of the Electrical Branch. The value of these ideas cannot fully be assessed until they have met the test of time, but there are indications that the basic principles are correct. Telegraphist ratings, and those Signalmen who become candidates for Warrant rank,

are chiefly affected. In addition to their traditional role of the "eyes and ears of the Fleet," they are now numbered among the Navy's guinea-pigs. The efficient performance of their duties alone can prove that the branch has moved with the times.

In this connection, it is interesting to note that a further modification is about to be introduced in qualifying courses for Leading Telegraphist, and will probably be extended shortly to all centres where these courses are held. It involves a considerable part of the instruction on the practical operation of receivers and transmitters being given by the Instructor Officer who teaches the principles of radio-communication. The object is to avoid the duplication and overlap produced by the old system of considering "theory" and "technical" as two watertight compartments.

A. R. J.

COMMUNICATION WRENS' TRAINING

The number of Communication Wrens under training is now almost the maximum for which we can provide accommodation and no change in this situation is envisaged for some time.

There are fifteen Wrens on the current Leading Wren Tel. (Q) Course which finishes at Easter. All those who qualified on the last course have now been rated Leading Wren, but there is still a shortage of P.O. Wrens in this category! Prospective candidates for the P.O. and Leading Wren Courses are expected to obtain a reasonable percentage in an S.B.X. at 25 words per minute on arrival for the course and the passing out percentage is 95 at this speed. It is appreciated that many Wrens do not get a great deal of Morse practice at their stations, and this increase may therefore have to be achieved in their spare time.

Wren Tel. Classes 10, 11, 12, 13, 14 and 15 are in progress at present and will shortly be joined by Class 16.

All Wren Tels. in their final weeks now take part in the voice exercise on Line Roger, and this provides valuable experience in communicating on a live circuit with ships and other shore establishments before they go to the Naval Air Signal School and communicate with aircraft.


The New Entry Signal Wrens of No. 1 Course have just been drafted to their first stations, to fill complement vacancies in M.S.Os. at the home ports and in the Air Command. They are the pioneers of the new category and we hope they will set a high standard wherever they may be.

During the course they visited the M.S.O. at Portsmouth and had a most enjoyable afternoon walking round H.M.C.S. *Magnificent* and afterwards partaking of the excellent tea so kindly provided.

The day spent in H.M.S. *Boxer* to gain sea experience was greatly looked forward to and enjoyed.

Signal Course No. 2 is now in progress and the non-touch typist part of No. 3 Course has arrived and will be joined by the rest of the course after Easter leave.

KNOCKER



BY THE ART EDITOR

"What's yours?" asked the Big Sailor as he dropped into the vacant chair at our usual table in the bar parlour of "The Pick and Pencil."

So seldom have I heard him use these words that it was quite a minute before I could realise that he had actually said them.

"Thanks. I'll have a double whisky and soda."

He pressed the bell and ordered two beers. The attendant sprite of the bar parlour—one Flossie—being a friend of the Big Sailor's, lingered at our table for a moment.

"Hello, Flossie," he greeted. "How's the vertical cervix?" Flossie, whose knowledge of anatomy is scantier than a chorus girl's step-ins, thought he was being rude, and, trying hard to blush, she retired in a huff.

"Nice girl, Flossie," he commented. "Bit dumb, though. I took her to the Zoo at Regent's Park once and she wanted to know why the monkeys had developed a habit of sitting in red-lead. Still, with hips like hers she doesn't need any brains."

"She is certainly very charming," I agreed. "I must confess I've often thought —"

"Lay off, matey," advised the Sailor. "Flossie likes her boy friends to be tall, dark and handsome. You're short, fat, and doggo. You wouldn't stand a chance. Besides, you wear odd socks."

"That," I remarked coldly, "is the prerogative of genius."

"Cheer up, brother," laughed the Sailor. "I was just taking you out for a trot."

The language of the naval man is a complete mystery to me, and as the phrase might mean anything, I changed the subject.

"I thought you were bringing your friend Klocker White with you this evening?"

It seemed to me that the Big Sailor was struggling for something convincing to reply to my direct question. There was a lengthy pause.

"Klocker sends his regrets," he said at last. "He intended to come along this evening, but the fact is, him and the Captain —"

"The Captain and he," I murmured.

"Eh?"

"Nothing, nothing, just a frog in my throat."

He eyed me suspiciously, and took a pull at his pint.

"As I was saying," he resumed, "Klocker and the Captain had a difference of opinion, and consequently he won't be able to get ashore for some time."

"But surely," I argued, "one is entitled to one's opinion. Thoreau says —"

"Thoreau wasn't in the Navy, brother," said the Sailor.

"But even in the Navy a man's opinion is his own," I expostulated.

"Listen," said the Big Sailor patiently, "you can have your own opinion in the Navy, but if it differs from the Captain's you don't go out of your way to tell him so."

"Perhaps you'd like to tell me about it," I suggested, lifting a finger to Flossie.

"It started with the Old Man winning first prize in a literary competition," began the Big Sailor, holding his beer up to the light and inspecting it with the air of a connoisseur, "and *what* a prize! The complete Encyclopædia Britannica. Twenty-four ruddy great volumes each weighing about half a hundredweight. It took the duty part all the First Dog Watch to get 'em inboard. Well, the Old Man decided to park 'em for a time in the Wardroom library, figuring it wouldn't do no harm to have a bit of culture about the place. They'd have been there yet, but the Skipper discovered that Jimmy the One was using Vol. II as a tie-press, and the Paybob was stopping his cabin door open with Vol. V.

"No use leaving them books with a lot of heathens," he thought. 'Better get 'em home while they're still readable.'

"Snag was, the Old Man lived at Cosham, which is a bit far from the Dockyard. To make matters worse, the C-in-C. wouldn't allow Pusser's transport for non-service trips. The Skipper was in a bit of a quan— quan—in a bit of a fix, and decided to sleep on it.

"Next morning, Klocker White had an interview with the Captain on account of he'd forgotten to come aboard one morning until noon.

"'White,' frowned the Skipper, 'I've a good mind to hang you at the yardarm in accordance with the Articles of War, for being an habitual leavebreaker.'

"Klocker did his best to look contrite.

"'However,' went on the Old Man, a cunning look coming into his eyes, 'I'll temper justice with mercy,

and I'm going to offer you a way out.'

"Knocker waited.

"I want you to draw a handcart from the Pusser's store and take my Encyclopædia to my home, at Cosham.'

"What!' exclaimed Knocker, aghast. 'Them ruddy great books?'

"Them ruddy great books,' confirmed the Skipper.

"I couldn't do it, sir. It's donkey's work. Lug all them books five miles. It's donkey's work, honest it is.'

"Very well,' said the Captain, coldly. 'You can be a donkey all day tomorrow.'

"Be a donkey all day tomorrow,' yapped the Jaunty. 'On caps, 'bout turn, double march.'

"Back in the fo'c'sle Knocker aired his grievances to anybody who cared to listen.

"He thinks I'm a ruddy donkey,' he grumbled. 'I've got to tow a thousand books all the way to Cosham in a bleeding handcart. Donkey's work, I call it.'

"His ceaseless nattering gave the lads the pie-ackers, so instead of giving him the sympathy he craved they resolved to muster in force the next morning to give him a royal send-off.

* * *

"Don't make any mistake now, White,' said the Old Man when Knocker was between the shafts. 'Deliver the books to the address I've given you, and report back here this evening. Write your expenses on a sheet of paper and hand it in to me.'

"A gleam came into Knocker's eyes at the mention of the word 'expenses'. He obviously saw the chance for some skulduggery.

"Well, the day wore on and most of us had forgotten the existence of our pet crow, but just as the Last Dog Watch men were going on, a weary Knocker, sweating drops of vinegar, drew alongside with his handcart. He came into the mess and borrowed a pen and paper. A faint grin illuminated his sweat-grimed face as he wrote out his expenses claim. This done, he disappeared in the direction of the Captain's Office.

"Five minutes later the Old Man, purple with rage, sent for our hero.

"What's the meaning of this impertinence, White?' he roared, his eyebrows bristling.

"Knocker remained silent.

"Quivering, the Old Man read again from the sheet of paper:

"Dinner, one bale of hay. . . . 2/6d.; 'Blacksmith, for re-shoeing. . . . 3/-. 'What do you mean by it?'

"Knocker was dumb.

"Speak man,' shouted the Captain furiously. 'Speak.'

"Pale, but heroic, Knocker opened his mouth:

"Hee-Haw,' he brayed."

* * *

"So Knocker got his own back on the Skipper?" I asked, ordering two more.

"Not quite," grinned the Big Sailor. "He got seven days' cells for insubordination, first two days on low diet."

"Low diet?"

"Yes, bread and water. But the Captain isn't a bad old boy and on the second day he relented."

"You mean he released Knocker?" I asked.

"No," said the Big Sailor, standing up to go. "He sent him a nice bunch of carrots."



"ANSON" TO TAKE ROYAL VISITORS

When their Royal Highnesses Princess Elizabeth and Lieutenant The Duke of Edinburgh visit the Channel Islands in June they will proceed in the battleship *Anson* (Capt. D. Orr-Ewing, D.S.O., R.N.).

The *Anson* is the 35,000-ton battleship of the Training Squadron which wears the flag of the Flag Officer of the Squadron (Rear-Admiral E. W. Anstice).

SOLUTION TO CROSSWORD

ACROSS—1, Initials; 5, Slings; 10, Metre; 11, Navigable; 12, Nore; 13, Aldis; 14, Beam; 17, Beacons; 18, Return; 22, Intent; 23, Airship; 26, Kits; 28, Dress; 29, Unit; 32, Whitehall; 33, Bilge; 34, Yellow; 35, Messages.

DOWN—1, Immune; 2, Intercept; 3, Item; 4, Land line; 6, Legs; 7, Noble; 8, Steaming; 9, Avoid; 15, Scans; 16, Cease; 19, Union flag; 20, Mikly way; 21, Lip salve; 24, Array; 25, Stress; 27, Trial; 30, Reno; 31, Ebbs.

RADIO INDUSTRY NOTES

Exports of British radio communication equipment, navigational aids and industrial electronic apparatus were doubled in 1948, the estimated figure exceeding £3 million as compared with £1.5 million in 1947. In addition, the indirect exports amounted to a further £2 million.

This encouraging improvement leads the industry to anticipate that the 1949 target of £3.3 million for direct exports will be reached.

An analysis of the export figures shows that the total is made up roughly as follows:

Broadcast transmitters, 15 per cent.

Communication equipment, 60 per cent.

Marine and aviation navigational aid equipment, 20 per cent.

Electronic equipment for industry, 5 per cent.

The growing importance of the last item, which includes equipment for industrial control, measurement, counting, flaw-detection and heating, and which accounted for 10 per cent. of the total home sales of the radio industry in 1948, is shown by the recent establishment of a strong committee under the auspices of the Department of Industrial Research, in conjunction with other official bodies, to investigate methods by which such devices may be applied to improve British industrial output. Many such devices have recently been featured in the scientific and technical Press.

At the Radio Components Exhibition held by the Radio Component Manufacturers Federation at Grosvenor House, Park Lane, W.1., from 1st to 3rd March, 1949, our representative was able to view almost every variety of component which goes to make up all those devices which are the life-blood of our "radio" exports and home sales, and, what is more, to see and handle some of those devices which are helping to put the whole of British industry on its feet. It is impossible, in the space at our disposal, even to attempt to list the exhibitors, much less the exhibits. It must suffice to say that every name familiar to readers of the radio Press, and every type of component, from the sub-miniature valve to the high-power M.F. transmitting variable capacitor, was to be seen on the stalls.

Almost every advance in radio, radar, television and electronics generally depends on the ability of the component manufacturer to meet some new exacting requirement. The exhibition, which included test gear, and, for the first time, valves, including new miniatures for television and frequency modulation, showed very clearly what has been done to bring about smaller radio sets, brighter television pictures (including screen projection), more reliable navigational aids for ships and aircraft, communications and broadcasting equipment for use in every climate from the tropics to the Arctic, and devices to save time, labour and waste in other industries.

Prominent among the last-named were counters,

stroboscopes and safety devices. One instrument which attracted a great deal of interest at the exhibition bids fair to revolutionise the output of the watch-making and repairing industry. This instrument allows the positional timing of watches, which normally adds a considerable period to the time required to produce or repair high-grade watches, to be completed in a matter of minutes. Known as the watch rate recorder, and made by Messrs. Dawe Instruments Ltd., it is described as an electronic tool which prints on a paper tape a record of the performance of a watch or clock, for determining such factors as rate, position errors, isochronal errors, and faulty components of the movement. In effect, the instrument compares the watch under test with a crystal clock of very high accuracy, by means of a calibrated dial. Unfortunately, though naturally in the case of such a high-grade instrument, the price—at present £180—will put it out of the reach of the small professional (or amateur) watch repairer.

It is noteworthy that the Ministry of Supply Telecommunications Research Establishment, as might be expected, is well to the fore in the design of equipment, components and processes for "radio" purposes, as are the Royal Aircraft Establishment, the Signals Research and Development Establishment, the Radar Research and Development Establishment, and the Admiralty Signal and Radar Establishment (familiar to naval communicators as A.S.R.E.). A combined display on the Ministry of Supply stand at the exhibition consisted of demonstrations and devices under some fifty headings, ranging from miniature moulded plugs and sockets to a continuously running camera designed to photograph cathode-ray traces for recording servo responses, transients, and similar non-cyclic phenomena. Among the many new and interesting processes illustrated was an electrolytic method of imparting a highly polished surface to metals, particularly applicable to inaccessible places such as the interior of wave-guides and cavities, where mechanical polishing is difficult if not impracticable.

A casual encounter at the exhibition reminded our representative of a device which has recently received considerable attention in both the British and United States technical Press. This is the Fielden Drimeter (which was, unfortunately, not exhibited—an oversight which it is hoped will be remedied at the British Industries Fair and the National Radio Exhibition). This instrument, which has already been adopted by numerous leading textile manufacturers at home and abroad, is an electronic method for measuring accurately the moisture content of textiles during the various drying processes involved in their manufacture. Auxiliary equipment enables the electrical output of this instrument to control the speed of the material through the drying machinery, thus producing a uniform result, and avoiding the expensive and time-wasting reprocessing necessary if under- or over-

being is permitted.

Communicators, and many members of the Electrical Branch of the Royal Navy, may remember that the invention of the Drimeter, Mr. Jack Fielden, M.Sc. (Tech.), was, from 1942 to 1945, a member of the staff of the College of Technology, Manchester, where he taught the principles of radio and radar to numerous ex-servicemen R.N. and R.A.F. radio mechanics. On leaving the College at the end of the war, he founded the firm of Fielden Electronics Ltd., of which he is managing director. He has been for many years a director of Downey's Textiles (Manchester) Ltd., and has recently founded Fielden Electronics Inc. in New York State, U.S.A., of which company he is the president. He informs us that an allied company will shortly function in Australia; that a new factory is under construction at the Wythenshaw Estate, Manchester and that the firm is about to market another important industrial device known as the "Tector."

The Tector is a proximity detector, actuated by

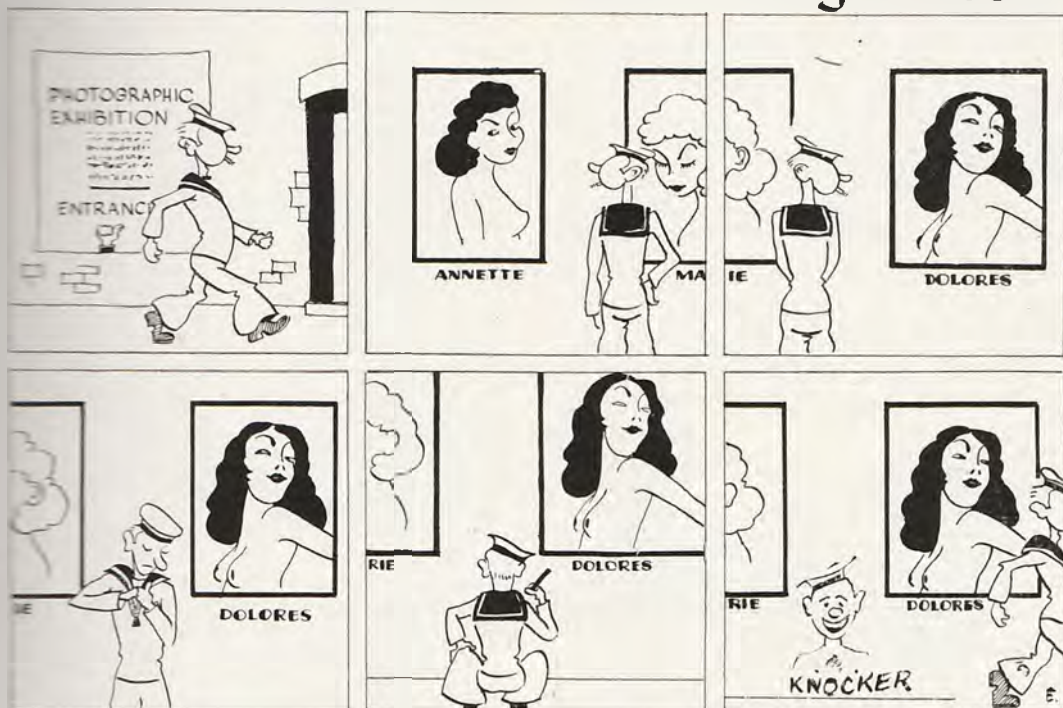
minute changes of capacitance, which detects the approach of any substance. The arrival of the substance at a predetermined point is arranged to cause immediate high-speed operation of a suitable relay, with, if required, high-speed repetition. It may be used for actuating alarms or energising contactors for process control, as a fire or burglar alarm, as a fuel or water feed control, or as an electrical meter relay. It solves, quickly and inexpensively, many industrial and laboratory problems hitherto insoluble or soluble only by the use of complex equipment; to quote merely one application used in the Fielden Research Laboratories, it is quite capable of being adapted to measure a change of thermometer reading as small as one-hundredth of a degree centigrade. Its potential uses are legion.

By the courtesy of Messrs. Fielden Electronics Ltd., it is hoped shortly to have a laboratory model of the Tector available for inspection and demonstration, for a few days, in H.M.S. *Mercury*.

A. R. J.

Knocker White

by Eaton



ROUND THE FOREIGN STATIONS

FAR EAST

Kranji W/T Station, Singapore

Those Communicators who have spent any time in the Far East will probably have had some connection with Kranji, even if it has been only at the wrong end of a spark set. Although we are ten miles from the nearest civilisation, we don't feel entirely cut off, owing to the media of some things called fixed services which keep us in touch with nautical goings-on in the far corners of the earth.

The station has continued to flourish in spite of the continuous swinging of the economy axe. The pine-apples and banana trees—a feature of the short route service 6 rhombic—will soon be ready for eating. Clarabelle, the station sow, gave birth to ten little piglets, who are doing nicely, and the family of dogs of no known species grows more interesting if slightly noisier every day.

The football team distinguished itself by winning the *Terror* Inter-Part Competition, but we are sorely hit by the draft of some of our stalwarts.

The cricket side defeated the Singapore Cricket Club one Saturday afternoon, when no one was looking, Tel. Kelly capturing 9 wickets for 27 runs. In the return match at Kranji, however, the S.C.C. put out their strongest side ever, including Ben Barnett, the Australian ex-Test Match wicket-keeper, and the result hardly bears mentioning.

An afternoon's athletic sports was excellently organised by P.O. Tel. Stanley and all sorts of Kranji records were broken.

The terrorist campaign in Malaya has, so far, not affected us in Singapore, though many rumours percolate that it will be "Singapore's turn next." The only drawback is that the leave centres in the hills up-country are closed and we have to keep an extra W/T line!

We are much disturbed at the thought that this "Butlins of the Far East" may not belong to the Communication world for much longer. More modern methods dictate that a better site should be used, but the problem is still in the hands of the financial experts, who may not have enough in the kitty.

We live in hopes.

Emergency in Malaya

When the emergency in Malaya started in June, 1948, the Police Force in the Federation of Malaya was faced with the problem of setting up a radio network covering the whole country. The problem was aggravated by the fact that they had little or no equipment and virtually no operators, as no requirement for a network had existed before.

The Services were called upon to assist in whatever way they could and, although severely stretched themselves, the Army produced equipment and some

operators, and the Navy and R.A.F. also supplied as many operators as they could spare.

As naval traffic was fairly slack at the time, a party of naval telegraphists manned the Army fixed services in Singapore and a party of five, P.O. Tel. Wright and Tels. Webb, James, Green and Nicholas, was dispatched from Kranji W/T Station to Kuala Lumpur, for duty with Malaya District Signals Regiment. P.O. Tel. Wright remained in Kuala Lumpur and did a fine job in setting up and running the Police Signals Centre in Police H.Q.

The following is an account of the doings of the rest of the party, by one of them:

"Unusualities are rare, and that was what I was asked to write about. However, I can write a little on our three-month 'vacation.'

"The 12th of June saw us at the beginning of what proved to be a most interesting and educational tour of the Federated States of Malaya. An overnight journey by train took us to Kuala Lumpur in the state of Selangor. On our arrival we were hustled into a waiting lorry and quickly transported to G.H.Q., Malaya District Signal Regiment, and lashed up to a breakfast which none of us had heart enough to face.

"After dispensing with formalities, such as joining routines, etc., we settled down in our new home for roughly three weeks. The work was interesting and unusual, for none of us had had previous experience of Army equipment. By the time three weeks had elapsed, we had on our hands quite a W/T station, but very few people to maintain it.

"Our services were eventually required elsewhere, so we took to packing once again. Jimmy and Nick were to go to Tregganu, Webb and I to Khota Bharu in Kelantan.

"Our transport, a bone-shaker Dakota, tied together with pieces of string, was loaded up with W/T equipment, so much so that some had to be taken off again to make room for the four of us and six cypher 'other ranks' from the Devon Regiment. At about 10 a.m., after much warming up of the engines had taken place, our plane taxied to the end of the runway and took off. I might add that we only just got off, for the plane must have been very heavy. The first stop was Ipoh, and after having dinner there we took off and proceeded to Butterworth, an aerodrome near Penang. Luck was with us and we stayed overnight. During our stay we went to town, and an enjoyable evening was spent by all.

"Next day rain and bad visibility hampered progress and it was late in the afternoon before we set off for Alor Star, about fifteen minutes' run by air. Dropping passengers *en route* had made us considerably lighter, and, much to the pilot's satisfaction, easier to handle. A short stay at Alor Star, then off again. This perhaps was the longest part of the trip, cutting right across country from west to east over high, mountainous country and trackless jungle, across South Siam to

Khota Bharu. Once more on firm ground, a two-minute ride took us to our billets. Next day Jimmy and Nick set off by road to Kuala Trengganu, about one hundred miles away, to be billeted with the Police, and from what I gather a very satisfactory job was made. Both had a good time during off-duty periods, thanks to the European families. Webb and I have to be thankful for many leisure moments brightened by these people, who were extremely kind and generous to us.

Webb took a W/T set and equipment to Gua Musang, where he stayed for three and a half weeks maintaining a watch and living more or less like a native, but he managed to survive. Needless to say, he came back worse for wear; even I was affected by my short visit of three days, having to spend the next ten in bed. Jungle life is not all honey and glamour, as some story-books may make out. One has to suffer these privations to understand what living in the jungle means.

As for myself most of my duties were confined to Khota Bharu, installing and repairing equipment, and sending out new Malay operators to various parts of Kelantan. There were also two W/T lines to maintain. More operators were incorporated and a twenty-four-hour watch was (and still is) being maintained. Until this scheme was put into operation we were working fourteen and fifteen hours days every day, which was no joke. Minor difficulties were overcome, such as aerials snapping during a storm, fuses going and sets which, after prolonged storage, burnt out after very little use. Then there was the training programmes (instructing Malays in W/T).

"Bandits—well, you may expect me to tell of thousands of them and our hard battles! In actual fact, none of us came into contact with the terrorists at all. We saw a few prisoners, who looked extremely sorry for themselves and have no doubt by now paid the extreme penalty for carrying arms without permission. We were naturally armed in case of attack, which was always possible, especially at night—to which the terrorists confined most of their activities.

"Shiner" Wright, remained in Kuala Lumpur to the joy of us all (no hard feelings, Shiner).

"This very briefly covers our trip; to go into details would prove uninteresting. We returned as we went. We may not have achieved much—but our short stay will hold us in good stead should we be needed again."

This was good experience for four young Tels. who earned high praise from the Police when they left to come and deal with Christmas traffic at Singapore.

The only comment from the party in the Army Signal Office in Singapore was that they were permanently hungry!

Ode to a Staff Leading Signalman

They said to me, "You're the staff leading hand, A really quiet number, and the hours are grand; You'll reside in the office of the Flag Lieutenant, So off you go, and make your pendants."

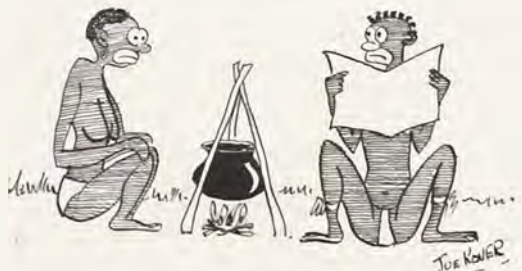
Early and bright the very next day
Found me spick and span and on my way.
"Good morning, sir, Barford's the name."
"Hm!" said Flags and proceeded to explain
The various duties expected of me
Until very soon I was all at sea.
"Answer all phones, collect my signals,
Reply to invitations and sharpen my pencil,"
And so it went on until in the end
I thought "Good God, I'll go round the bend."

Four months have passed, and still I reign,
Very much wiser than when I first came.
I now know that Admirals really earn their pay
And why all Flag Lieutenants turn prematurely grey.
Luncheon on Thursday, dinner Friday night,
What's A.O.C.'s seniority, must get the seating right.
On Sunday morning, French ship arrives,
Will she fire salute, and who replies?
Ring Mr. Burt and arrange for transport,
Curse this base, it's too far from port.
Must ring old Leathe about F.O.M.A.'s barge,
And talk with the "pirates" (if they are still at large).
So it goes on from morn till night,
Till even poor Flags looks exceedingly white.

The times that I dread most and really abhor
Are the mornings that Flags visits Singapore.
Scores of people, hitherto unknown,
Choose this moment to call on the phone.
The office is flooded with callers galore
And the whole place resounds to knocks on the door.
To one and all I try to explain,
"He is not here, you must call again,
"I'm sorry I don't know when he'll be back,
"Try calling the house—oh you've already done that;
"Yes I'll give him your message as soon as I can."
Where can he be, this elusive man?

And so it goes on, until at last I hear,
Those well-known footsteps approaching near,
And with tears in my eyes and joy in my heart
My worries and troubles to him I impart.

With a phone in both hands, and a pad full of numbers,
I leave him to it, and resume my slumbers,
To dream of the day when I hear the good news:
"Your phones are U/S and are not to be used."



"It says here that laundry charges are to be increased. We'll have to economise my dear!"

H.M. AUSTRALIAN FLEET

H.M.A.S. *Arunta*, wearing the flag of F.O.C.A.F., recently paid a visit to the Western Pacific Islands. His Excellency The Governor of Fiji took passage to and from Tonga. On approaching the jetty at Tongatapu, the Tongan national flag was broken for the 21-gun national salute. Thus the mast of *Arunta* bore a considerable topweight of bunting for a destroyer: the flags of Tonga, the High Commissioner Western Pacific and F.O.C.A.F.



H.M.A.S. "Arunta" during 21-gun salute to
H.M. The Queen of Tonga

MEDITERRANEAN

The past winter has really been a winter in Malta. The inadequate moisture of the past four years was more than made up in howling gales and lashing rain. Local legend has it that on the day of St. Paul's shipwreck, the 20th of February, the worst storm of the year will fall. Both last year's gale which blew away Kalafrana Torpedo Jetty and this year's prize blow fell within a fortnight or so of this date so that in years to come when mist has obscured the memory a little it will be related that they were both bang on.

This year Rinella Transmitting Station became a major casualty. Seven aerials came down and all the lines running under Grand Harbour to Lascaris were broken by anchor or anchors unknown. Many circuits had therefore to be farmed out to ships and to the emergency transmitters in Lascaris. While tele-

phone wires and aerials snapped like bow strings, the Aldis carried on.

On that night one officer opened the doors of a broken-down car and sailed it to safety along Sliema Front, running over a boat on the way!

After the gale a signal was received that "Sliema landing was unsuitable for boats owing to rubble."

Many officers have left or are soon leaving the station. Among them we are sad to number Admiral Troubridge, who was invalidated home, and Lt. Cdrs. Richardson and Wood, the "dicky" to the F.C.O. and F.O.D.'s signalman respectively. However, "Le roi est mort, Vive le roi," and we welcome Lt. Cdrs. Foster and Willett to take their places.

By the time that this appears in print the Home and Mediterranean Fleets will have met in Gibraltar and finished their combined exercises. We are looking forward with pleasure to this annual event, which had to be abandoned last year, and hope to give a full report of it in the next issue.

Tape Relay has been started between Malta, Admiralty, Commander-in-Chief and Combrax, Portsmouth. Although this entails nothing at the Malta end except for the addition of strange call-signs, it is an encouraging portent of things to come.

The laugh of the quarter was caused by Whitehall, who, after a tricky time on fixed service 34, in a burst of confidence addressed the P.O. Tel. of the Five Unit Room as "Old Girl."

Malta Wrens

During the past six months there have been many changes amongst the Wren Signal personnel. One Wren has married and left the Service and ten have gone home at the end of their two years or their time in the Wrens. We have missed them and their good work; but the standard of those coming out from home has also been good, which is proof of the value of the conversion course. The former T/P Wrens have proved particularly useful for local T/P Secret and Confidential traffic.

The majority have had to take their leave in the Island, though one or two were able to take advantage of a special trip in a water-boat to Augusta, Sicily, and then by train to Taormina. However, the financial strain is rather too much for most when there are so many things to buy and save up for to take home.

The return of H.M.S. *Vanguard* will bring back old friends. Last October the Communication Officer with his kindness and encouragement to Signal Wrens did much to make the visit memorable. He gave the two Ce's a wonderful tea in the Royal Staff Smoke Room and then took them on a meticulous tour of the ship with much attention to technical detail. He then arranged two separate visits for the Wrens. With two Wrens to one guide, they too were baffled with science and thrilled with the interest of the more human aspect. They were given an equally wonderful tea in the C.P.Os.' Mess and the whole visit was sealed with photographs taken at tea.

A day at sea provided practical coding for two of

the Wrens who, with a party, were taken out on exercises in *St. Brides Bay* through the kindness of the C.O. himself. Unfortunately the weather was bad. Even so, a Wren crew manned a whaler to pick up the Gunnery Officer from another frigate.

Just one more change

We've gone through lots in bygone days.
We've changed our books, our thoughts, our ways,
But one more change I'd like to see
Before I leave the King's Navy.
Change our lot so we can do
To others as they do to you.
For example, let's pretend
That always on a Make and Mend,
Communicators from work desist,
No Morse to read or signal dist,
Or let our office be forlorn,
From Friday night to Monday morn.
In other trades you will agree,
They err and keep their liberty.
When writers give you ten bob short
To your query they retort,
With smugness and a smile sublime:
"You'll get it, chum, in three months' time."
The Chef tells you that you're on a roast,
And when it comes its burnt like toast:
You take it back, then with remorse,
You find you have to eat "corned horse."
Your muscles ache, your head is thick,
You cannot work, you report sick:
"You're late," they say; "the Doc's away,"
You grin and bear it one more day.
Above, for instance, are a few
Who do the things I'd like to do.
I know my hopes are all in vain,
Common sense says I'll remain
A servant to the rest who serve.
But though frustrated I'll reserve
A prayer that one day we may be
Dictators of others' destiny.

J. W. E. KELSON, P.O. Tel.

THE GLAMOROUS EAST

Alterations of Staff

Since our last despatch the Wrens have moved in in a big way. Each watch now consists of one male Cypher Chief (in general charge), one L/Wren (Sig.), one Wren (Sig.), and three Wren Tels. in the M.S.O., A/T Room, C.R.R., plus one Tel. each at the remote receiver and transmitter sites. The three mechanics are "day and night men," but it is hoped that an early increase will enable them to go into watches, too.

Two C.P.O. Tels., Evans and Wellard, and P.O. Tel. Holden have replaced C.P.O. Tels. Fox and Parsons and P.O. Tel. Godley. The arrival of Evans has certainly caused a marked increase in the size of the staff.

Christmas/New Year

The whole of G.H.Q., M.E.L.F., closed down for four days over Christmas, a privilege which, unfortunately, could not be extended to naval communications. However, the watches were thinned a little and on Christmas Day a mixed "socby" match was played. The rules of this game, which was played with a Rugby ball, allowed practically anything except that the men were not allowed to run and the usual forfeit for a feminine offence was a "free kiss." Casualties were much fewer than expected and consisted only of abrasions.



Christmas Day, 1948—"Socby"

With the New Year arrived the cold and windy season. Fifty-mile-an-hour sandstorms are regular features during this period, which lasts about two months. Those unfortunate males condemned to live in tents naturally envy their feminine colleagues, who are snugly accommodated in stone buildings.

Sports Equipment

To our utter astonishment Fayid recently received a grant of some £200 from Malta for the purchase of sports gear. This money was spent rapidly before it could be recalled. It is most welcome, as we have hitherto had to depend upon the Army's charity, and that is pretty chilly. In particular it has been possible to provide good rackets for the various enthusiasts of both sexes who play tennis, and those who have lately taken up the more rigorous game of squash.

A Wren's Weed

"On the whole I think we have settled in very well. At first the work was rather strenuous, particularly as we had mostly come from places in U.K. where there was very little to do, and we were all ready to drop after night duty. However, now that we have become accustomed to our watch-keeping hours and duties, we find the work both interesting and enjoyable. Social life is very busy and there is no lack of invitations for those who have the strength, energy and inclination to accept them.

"The big snag is living in the W.R.A.C. camp. Their camp rules and regulations are most irksome to those of us who have never been under military rule and intended never to come under it. The latest blow is that we have to take our turn at camp regulating

duties. A L/Wren becomes an "Orderly Corporal," a Wren becomes an "Orderly Private." It is necessary to stay in the orderly room from 1930 until 0025, and then, at some unearthly hour in the morning, call W.R.A.Cs. for early duties. Whilst these duties do not come round very often, they are very unwelcome after a hard day's watchkeeping.

"The greatest loss, however, is the privilege we hold in our Wrenneries, both at home and overseas, of bringing our boy friends into the Rec. room, regardless of what rank they hold. This privilege does not exist here and we miss it sadly. Oh, how we would like to have our own little place, a 'Wrennery'!"

The above lament, which has been included practically unexpurgated, is a very real one. Naturally, as guests, the Wrens must abide by the W.R.A.C. camp rules, but a plan is now afoot to group all the Wrens into one corner of the main camp with their own private recreation room, though, alas, they will still not be able to entertain their boy friends in it.

Prospects of Summer

We should go back into tropical rig in April when the cry of "Oh, another ladder!" will change to "Mind my whites!"

The summer here brings with it great heat and millions of flies, but many compensations. Sailing, swimming and picnics are constant pleasures, whilst there is unlimited cricket and tennis for those who prefer more active amusements.

AMERICA AND WEST INDIES

The mid-January arrival on the Station of H.M.S. *Jamaica* completed the Squadron to its peace-time strength of two cruisers and four frigates. For the first three months of the year, all ships have been dispersed to cruise independently to ports in the West Indies, the Gulf of Mexico and both the Atlantic and the Pacific coasts of South America. H.M.S. *Jamaica's* programme was properly commenced with a visit to Kingston and other harbours of her name Colony. H.M.S. *Sparrow* has been weathering an Antarctic summer, fuller details of which experience it is hoped will be to hand for publication in the next issue.

It is planned that at the end of March the Squadron will rendezvous off Trinidad for a two-week period of intensive exercises with ships of the Royal Canadian Navy, throughout which U.S. Signal Publications will be in common use.

The absence of H.M. ships from the base and the consequent dearth of local signal traffic has given the staff of Bermuda M.S.O. a long-needed opportunity to renovate the building with paint and distemper. The bright effect of rich cream and emerald green inside and white with a red piping outside has done much to relieve the prison-like environment of this grim fastness.

Of great and keen-eyed interest to the V/S staff has been the brief call made by the luxury-cruise liners with all of whom signals have been exchanged. The lovers of colourful flag hoists and ditdarditting lights

received a rude knock from the new and glistening *Caronia*, which ship, after receipting two messages by V/S, requested that any further signals be passed by voice on 1650 Kc/s!

The wireless station at Daniel's Head is marching on to R.T.T., the trials of which occasion messages from Flowerdown W/T bedecked with technical phrases that bewilder and startle the uninitiated.

H.M.S. *Malabar's* Inter-Part Soccer Competition has been won by the Communications team, proving to all that watch-keepers do not "crack it down" every afternoon. Two naval ratings, both Communicators, were selected to play in the English team in the annual Onions versus Limeys soccer match.

Recently welcomed to the station are Lt. Brooker, Mr. Symons, C.Y.S. Sandy and C.P.O. Tel. Rockstro of H.M.S. *Jamaica*, and C.R.E. Newell, who has relieved C.P.O. Tel. Cooper at *Malabar*.

A Daniel's Head W/T Station romance led to a very pretty wedding at St. James's Church, Somerset, Bermuda on Monday, 14th February, the principals of this happy event being Tel. Bispham and Miss Sylvia Pottle, who is the sister of the wife of the Station's Chief P.O. Tel.

FLUORESCENT LIGHTING FOR NEW SHIPS

Fluorescent lighting systems are being developed for installation in new ships of the Royal Navy. The compartments to receive first consideration will be mess spaces, wardrooms, recreation rooms, surgeries, workshops and offices where the advantages of better illumination and less heat dissipation will be most beneficial.

This scheme is part of a general one to improve the habitability of His Majesty's ships.

Ordinary commercial types of fluorescent lighting are generally unsuitable in spaces in which there is a congestion of girders, pipes and trunkings. For this reason a design has been developed to incorporate two 24-inch tubes enclosed by a diffusing perspex under-bowl.

Work is also being done to ascertain the best means of preserving the night vision of naval personnel, particularly night look-outs and night flying aircrews. During the war red lighting was used extensively for this purpose and now steps are being taken to find an ideal filter for the purpose.

150 SHIPS REFITTED

Half the three hundred warships in the Reserve Fleet have been refitted since the beginning of 1948 according to a report from Rosyth which also stated that the Director of Dockyards, Vice-Admiral Sir Claud Barry had announced that two-thirds of the work had been done in the Royal dockyards and one-third by direct contracts.

Vice-Admiral Barry also revealed that the fleet carrier *Vengeance* will be refitted at Rosyth after she returns from her present experimental Arctic cruise. This work will be put in hand when the fleet carrier *Victorious* (23,000 tons) has been adapted for training short-service entry air cadets.



THE CHURCH OF ALL SAINTS, EAST MEON

The original church was built somewhere between 1075 and 1150. On entering, one notices a fine Norman chancel arch repeated towards each transept and towards the altar. The west wall of the nave has the original Norman doorway. The tower is a fine specimen of French Norman work.

In the thirteenth century the church was enlarged. By this time church architects had given up the round Norman arch for the pointed arch (Early English) supported by lighter pillars. The two arches opening out from the chancel into the chapel are beautiful specimens of this style.

The font is one of the group of seven known as the Winchester Group. Its probable date is the middle of the twelfth century.

In 1890 the belfry floor was built, the six bells were rehung and the treble and number 2 were added, thus forming the present beautiful peal.

The reredos in the chapel is set in a richly carved and decorated oak frame, and was designed by Mr. J. N. Comper, who is still alive.

A stone set in the floor always arouses speculation. It is marked "Amens Plenty" and the story is that six soldiers were hurriedly buried upright under it. They were killed in a skirmish at East Meon during the Civil War.

We are indebted to the Rev. A. H. Watkins, Vicar of East Meon, for these notes.

AUTOMATIC TELEGRAPHY AT SEA

Most seagoing Communicators would agree that the introduction of teleprinter working at sea is a long-overdue reform. Why should they have to spend weary months learning the Morse code as a prelude to weary hours spent in front of their receivers listening for elusive dots and dashes? Surely Science, fresh from its recent triumphs, should have little difficulty in providing, at sea, facilities similar to those enjoyed by operators who man signal offices served by land-line networks ashore.

The scientist would like to be able to point out that the problem has already been solved and that it is only the hidebound conservatism of the powers-that-be, combined possibly with the traditional reluctance of the Treasury to provide money even for the most worthy objects, which prevents the Communicator being provided with his teleprinters forthwith. Truth, however, which scientists are taught to venerate, will compel him to admit that the prime reason for the absence of teleprinter facilities in ships is that he has not been able to find any solution to the technical problem of providing them.

The mere inability to meet the requirement would not normally worry the scientist, as he will never admit that there is a solution to every problem. Teleprinters at sea might be one of those things that just cannot be, like adding 2 and 2 to make 5. What he would agree, however, is that he should either solve the problem or prove that it cannot be solved.

To make the introduction of automatic telegraphy worth while it is not necessary that it should result in an improvement in communication. The advantages to be expected from the abolition of Morse instruction and from the reduction in the number of operators are so great that the target need at first be set no higher than the giving of service equivalent to that now available. What constitutes an equivalent service depends on the nature of the traffic, but for naval purposes it must be assumed that the time taken for a message, originating at any instant during the day or night, to reach its destination must not be increased through the introduction of automatic working. It is this requirement which is mainly responsible for the peculiar difficulties which beset the designer of automatic telegraph equipment for use at sea, as it compels him to consider carefully the performance which will be obtained when reception is so bad that it would only just be possible to pass a message using hand-speed Morse.

It might appear, and indeed it has often been said, that a skilled operator, listening to a signal, can read, it in the presence of an amount of noise and interference with which no machine could possibly cope. This opinion is normally held, however, rather as the expression of a belief in the superiority of mind over matter than as a reasoned conclusion arrived at after due consideration of the facts: but the performance of

a machine, however, perfect, is only a reflection of the thought put into it by its designer so that philosophically the choice between manual and automatic working is merely a choice between a little thinking done often and a lot of thinking done once. Accepting then that, philosophically speaking, automatic telegraphy is perfectly respectable, we can look further into its possibilities, as compared with manual working, under very poor reception conditions.

The skilled operator can read a signal in the presence of other signals of greater strength. He does this by confining his attention to a signal of a particular pitch, thus effectively adding the selectivity of his ear to the selectivity of his receiver. This additional selectivity can also be obtained by the use of electrical filters and, apart from the problem of following a note of changing pitch, which presents little difficulty to the operator but is awkward for the designer, there is no reason why an automatic system should not be devised which would print anything that the most skilled operator could read. Assuming the problem of the changing note to be solved, which it could be, most probably by improving transmitters and receivers to such an extent that the note does not change, rather than by designing ingenious devices to follow it as it changes, we could have an automatic system which would print anything that an operator could copy.

It could, however, only be expected to print the signals as it received them. The printed and written copies would as a result differ greatly, particularly if the traffic were in plain language. The operator learns to recognise the more common words and syllables and will write them down correctly even if they have been partly obscured by interference. The machine cannot do this except at the expense of additional complications which, while not quite inconceivable, are so great that the possibility of the resulting equipment being fitted at sea is remote. It appears, therefore, without considering in detail the system to be adopted, that under bad conditions even the ideal automatic system will give much less perfect copy than that produced by a skilled operator. This is not necessarily a disadvantage, however, as the printed copy will contain all the information on which the operator based his more perfect version and can be corrected at leisure.

It seems then that the seagoing Communicator has a good chance of getting, after the lapse of a suitable interval of time, an automatic telegraph system which will save him the trouble of learning the Morse code and release him from the necessity of spending his time seated in front of a receiver. It is much less certain that the system will make use of the page printing teleprinter in the way that has become familiar ashore.

The difficulty is that the teleprinter was originally designed for use on land-line circuits which are so free from noise and interference that errors due to these

causes are exceedingly rare. On such circuits it performs excellently. The "start-stop" method of working enables a "free" keyboard, which handles like a normal typewriter keyboard, to be provided and greatly simplifies the problem of speed control of the machines. The provision of the "line feed" and "carriage return" symbols gives most of the facilities for setting out copy which are available on a typewriter and the "case shift" symbols enable figures and a large selection of punctuation marks to be provided without increasing the number of elements in the code beyond five.

These features unfortunately all impair the performance of the system when the receiving conditions are poor. The use of start-stop working prevents the employment of the most effective methods of reception, increases the band-width required for a given transmission speed, and hence the amount of noise and interference, and introduces the possibility of a string of errors occurring as the result of the failure of either the "start" or the "stop" signal in a single character. The omission of one of the special symbols owing to its having been converted into another symbol by noise, or the conversion of an ordinary symbol into one of the special symbols, may result in the loss of up to two lines of copy. In consequence, an error rate at the receiver of 10 per cent., which would

be quite acceptable for plain language traffic, assuming that this is corrected before distribution, if every character received correctly were printed correctly, is almost completely useless for working a teleprinter.

All of these difficulties can be overcome without seriously modifying the teleprinters by interposing sufficient equipment between them and the transmitter and receiver, but it would seem to be impossible to reconcile the transmission of "carriage return" and "line feed" symbols with the best performance under poor reception conditions. Each line would have to be printed right across the paper, "line feed" and "carriage return" symbols being inserted locally, say on the occurrence of a "space" near the end of a line. The general effect would be that of a tape printer without the inconvenience of having to handle long pieces of tape.

The scientist's final answer must therefore be that the provision at sea of teleprinter facilities exactly equivalent to those available ashore as the sole method of long-distance communication is not practicable, but that an automatic system which would operate under receiving conditions so bad that manual Morse operation is only just possible could be devised and might prove operationally acceptable. Scientists, however, are not always right.

W. P. ANDERSON, A.S.R.E.



GOOD NEWS

The unsettled conditions that have prevailed generally since the cessation of hostilities have, until recently, made it impossible to form any clear picture of what the future holds in the way of advancement for Communication ratings.

Judging by the events which followed the First World War, it seemed likely that we should have to

face a long period of stagnation in promotion such as was experienced then; some of us remember only too well having to wait some six or seven years for the Leading rate and a further seven or eight years for the Petty Officer rate.

It is therefore with distinct relief that we now find our fears in that direction to be completely unfounded.

Now that things have returned to more or less normal it is possible to see that the present-day opportunities for advancement are better than they have ever been in peace-time within living memory and there is every indication that they will continue so for many years to come.

Thanks in a large measure to the institution of the "L" Branch which absorbed big numbers of Telegraphist ratings and the transfer of a considerable number of Chief Yeomen to Aircraft Handlers, the large surpluses which remained after the war have been almost completely wiped out and advancement is now open to all rates except that of C.Y.S. Here we still have a surplus in all three Port Divisions, but here too the situation is incomparably better than was expected and it is hoped that advancements will recommence soon.

A recent survey of the Branch shows that it will be necessary for large numbers to qualify for advancement to all the various rates if we are to maintain our Port Division numbers, so make the most of a golden opportunity and get your name down for a course without delay. Don't forget, you must *volunteer* before a recommendation can be forwarded, so get your request in now! The earlier you put in that request

the higher your name will go on the advancement roster.

And whilst you are waiting your turn for the course get on with your E.T.I and Swimming Tests if you have not already done them. It is surprising how many neglect to take a simple examination like E.T.I until after they have passed the professional examination and then find that they must wait some months before they can do it! There are at this moment 123 men who are held in their advancement only because they have not passed E.T.I. Take heed and do not let this happen to you!

To our more junior members I would say: "Here is *your* opportunity too! Go all out for the accelerated advancement you can get by passing a good examination, for the seniority you gain at this stage will have a lasting effect on the whole of your career. You have plenty of time after leaving the Training Service to prepare yourself for the examination for Signaller or Telegraphist, but don't put it off till the last minute and remember that you must also pass for your Training Class Certificates in Field Training and the 'Opposite' subject (V/S for Telegraphist ratings and Wireless for Signal ratings) which will take up some of that time."

J. S. W.

FLEXIBLE FLIGHT DECK

With the object of saving weight and improving the performance of naval aircraft, experiments have been made in the use of a flexible landing surface on which aircraft can alight without the need for the conventional undercarriage.

The idea of this flexible deck, it was explained at a Press conference at the Ministry of Supply, has been developed at the Royal Aeronautical Establishment. An experimental "deck" was constructed at Farnborough for the initial trials. Equipment has since been fitted on the flight deck of H.M.S. *Warrior*, in which ship further landing trials are in progress. The aircraft used for the trials is a specially modified Vampire jet fighter.

No further details are given regarding the trials, which are at present only of a preliminary nature.

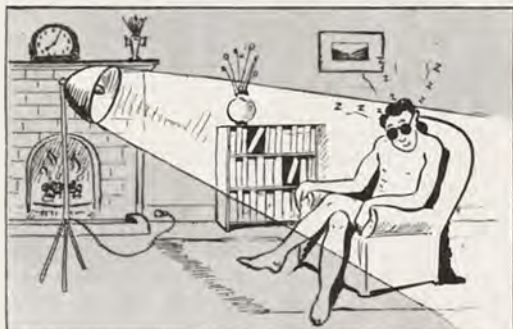
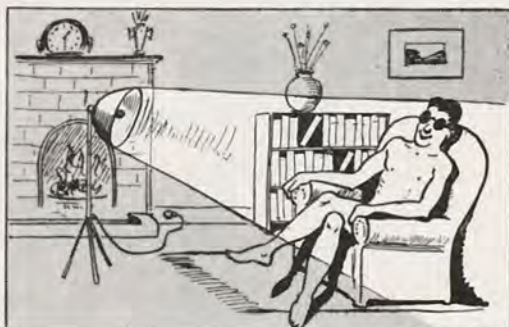
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STOP PRESS

An A.F.O. is in course of publication to abolish the intermediate Higher Standard examinations for Lower Standard Leading rates who wish to qualify for Yeoman or P.L.Tel.

Please look out for this and put in your request for a course without delay as the date of this will be your basic date for advancement to the Petty Officer rate.

JACK'S THE BOY



ROUND THE HOME FLEET

HOME FLEET NEWS

Before commenting on the Home Fleet Spring activities at Gibraltar, it might be worth recalling the final stages of the Autumn Cruise, which we were unable to cover in the last issue.

Apart from the Communicators' picnic, described elsewhere in this issue, the Fleet Flagship's visit to Norfolk, Virginia, was for many the highlight of the cruise. The friendliness and hospitality of our U.S.N. opposite numbers will long be remembered. There was no doubt that the inevitable "Glad to know you" was really meant.

We saw a lot of the Communication Staffs of C-in-C., Atlantic Fleet, and Norfolk Naval Base—both in and out of office hours. It was very encouraging to find that they are thinking very much along the same lines as ourselves, and that we share many similar problems, including touch-typing training, maintenance responsibilities, and the liaison with the Combat Information Centre teams.

The layout, organisation and amenities of the Naval Operating Base impressed all. The efficiency of the Base Telephone Exchange (private enterprise) had to be experienced to be believed—all the girls had golden voices.

Our trip home was extremely good value. Both the Signal and Wireless teams were nicely extended—and improved noticeably day by day. The rapid changes from day to night dispositions were perhaps the most valuable exercises carried out from our point of view.

We were much impressed by the tenacity of the Coastal Command aircraft during the foul weather in the last stages of the exercise—the Press reports of "Sunrise" seemed to us to be rather biased, and the R.A.F. deserved quite a lot more credit than they were given.

We gather that the exercise was also of particular value to the scientists (including representatives from Haslemere) who took passage. Besides "observing," several more than paid their way by keeping the more temperamental radar and wireless sets in operation under the most difficult conditions.

On return to home ports, the West Indies contingent (*Duke of York*, Second Cruiser Squadron and Fifth D.F.) met the South African visitors, (*Theseus*, *Vengeance* and Fourth D.F.), and both were equally certain that they themselves had had the better time; anyway, few went on Christmas leave without "spoils" in some shape or form.

The leave period brought its expected crop of changes in ships' companies, which is inevitably a well-known feature of Home Fleet life.

By the end of January, the Home Fleet was at Portland once more. We had, of course, expected to escort the *Vanguard* with Their Majesties on board on the initial stage of their journey to Australia, but, sadly, this was not to be.

The Fleet is a bit smaller this cruise, as the *Vengeance*, *Gabbard* and *St. Kitts* are taking time off to visit the Arctic in February. We have not had much news of them, but we were amused to get a signal saying they were having difficulty in getting cold enough weather. (Some people are indeed hard to please!)

The Sixth D.F. are also not with us, and have gone off on their own to the Clyde. We arrived at Gibraltar on 5th February, and remain here doing practices until early in March. This year the traditional battle with the Mediterranean Fleet is being renewed in the Mediterranean Approaches and Western Basin, and subsequently on the playing fields of Gibraltar, on all of which we hope to comment (favourably) in the next issue.

The *Superb* has recently rejoined the Fleet, and is commanded by a former Captain of *Mercury*, Captain A. K. Scott-Moncrief, D.S.O. *Implacable* joined at the end of February, and will become the new Fleet Flagship after the Fleet returns to the United Kingdom.

Exercises with the Home Fleet

(Extract from Report)

I took passage in Aircraft "A," a Lancaster, and the reception trials having been completed to satisfaction, we left the Home Fleet at 1500 off Start Point and headed for home (Shepherds Grove, Suffolk) in brilliant sunshine.

As we headed northwards visibility deteriorated and, on reaching base, fog now reduced visibility to about 100 yards. After circling for a few minutes with ground control completely at a loss, Aircraft "B" (a Lincoln, with C.P.O. Green aboard) turned up in the circuit about 50 feet below us; this decided our Captain to ask for a diversion, which was given. Aircraft "B" landed safely using "BABS" aid—we were equipped, but couldn't utilise it as the pilot wasn't trained!

We reached our diversion to find that fog-bound. I was sent from forward to amidships, being asked by the navigator if I'd ever "jumped." I also got a negative answer when I put the same question to him, which made me feel a *little* better, and I promptly proceeded to yank my parachute from its stowage by the ripcord! A flutter of silk and a dry-mouthed naval officer sat down wondering if two could get down for the price of one.

I was cut off from the intercom. at this stage and after a few very anxious minutes an extremely worried-looking navigating officer turned to me with his thumbs up and we hit the ground with an almighty jolt and a succession of mighty bumps (I can show the bruise on my arm!)—we had found a break in the fog and made a forced landing at Oakleigh Airfield, near Cambridge, fifty miles from base.

The motor transport sent to fetch us home crashed on the way and the driver is in hospital.

May I be excused from going next time?

A COMMUNICATORS' PICNIC

The following report of a V/S exercise carried out at a West Indian island by the staff of a certain well-known Fleet Flagship is promulgated for information and future guidance.

An expedition had been organised to a sandy beach, some miles up the coast from the ship. All had gone well, the cutter had been secured and preparations for the evening meal were well advanced, when it was decided to establish communication with the ship to report progress. Whether it was the effect of the concentration of talent, the land-locked site, or the fact that the battery wasn't as strong as it might have been—we shall never know. But the fact remains that the type 68 set resisted the wiles of the staff C.P.O. Tel. the Staff P.O. Tel. designate, and the F.C.A.—and there was no joy.

Anyway, resolving to make good their reputations, the three so-called experts decided that the message must get through, and straightway set off, armed with an Aldis lamp and battery, into the jungle, in the direction of the top of the ridge of hills surrounding the bay.

After some fifteen minutes' progress along a barely recognisable track, the F.C.A. made the momentous decision to strike directly into the jungle—onwards and upwards. (He rather fancied his sense of direction—the stars were now out—and there was a buoy (group flashing two)—behind them in the bay.)

An hour later, after some very heavy going (probably mostly circular) they reached the top. Unfortunately they were still submerged in thick undergrowth and scrub, as visibility had seldom been more than ten yards throughout. There was nothing for it but to climb a tree. This was done, the F.C.A. at the top with the Aldis, the Staff C.P.O. Tel. half-way up holding the battery, and the Staff P.O. Tel. designate at the bottom holding up the tree.

After some delay—the ship answered (we understand that the light was noticed by an R.P.O. (ex-Yeoman of Sigs.) taking his evening stroll on the FX).

The message was passed, after a brief scuffle with a tree lizard, and the return journey started. This should have been easy, but the peculiar sense of direction led them back to the wrong bay—and then they turned left instead of right, and finished up two bays in the wrong direction before turning back to the camp. They finally arrived just as the search and rescue organisation was about to go into action. Sausage, eggs and chips revived them sufficiently to appreciate the humour of the correct staff answer to their problem, which was, of course—to pull the cutter out about a hundred yards from the beach into direct visual touch with the Fleet Flagship.

The F.C.A.'s recommendation that all Aldis lamps be fitted with a built-in magnetic compass has not been forwarded for the consideration of Their Lordships.

"CRAB" ISLAND (or "In Darkest Antigua")

This narrative (told by one of the survivors) savours largely of *The World Wide Magazine*, and should be read in conjunction with "Communicators' Picnic" also featured in this issue. It may be regarded as an "amplifying report" to that article.

As the author of the aforementioned article has previously mentioned, the Fleet Flagship was lying off one of the islands of the West Indies—Antigua—and a band of ardent Communicators, with adventure in their souls (commanded by the F.C.A.), took a cutter and sailed for unknown shore—a little farther round the coast.

He failed to mention that the cutter was packed with crates of foodstuff, mess kettles of water, cooking equipment and one .22 rifle, a fishing spear and one very diminutive kitten as mascot (plus the type 68). He also overlooked the fact that, though we set sail with much gusto, that's about all we did with it, the wind being elsewhere that day, which resulted in much oar shifting by all concerned.

We eventually drew into our chosen bay (we were far too tired of rowing to look for another), dropped anchor, and waded ashore with our belongings, plus kitten and type 68. The beach seemed to be ideal for our purpose, though—a small strip of sand, edged by thickets of jungle which contained enough dry wood for all the fires in . . . the West Indies. A good stretch of sun-baked clay, making a clearing above the level of the beach upon which to pitch camp—this being accomplished by slinging our bundles down on selected sites. One odd detail puzzled us, however: the clay was pitted with holes, sizes ranging from "just holes" to "craters." Most baffling.

In the ensuing scramble to get a meal ready (presided over by our chief cook, L/Sig. Duncan) the holes were soon forgotten—but soon to be remembered. Bodies fought in all directions through the undergrowth to collect firewood and kindling, and in a short while the "eats" were over the fires, general gambolling and swimming was going on, and all were



The Camp on "Crab" Island

in fine fettle—excepting, of course, the Big Three (the F.C.A., Staff C.P.O. Tel. and Staff P.O. Tel.), who were somewhere in the works of the type 68.

The non-compliance of the set with their demands (threats and pleadings) resulted in their decision to do the "Nature Boy" act, and we shortly witnessed their departure into the unknown. The hours passed, supper was ready—waited a while—then quaffed, and still these intrepid three were somewhere in the jungle. We reasoned that to have to report to the F.C.O. that "F.C.A., Staff C.P.O. Tel. and Staff P.O. Tel. missing, sir, believed to have been taken by head-hunters," was a bit too thick, and were on the point of doing a "Stanley and Livingstone" when their timely arrival put us all in a good humour again.

Well, they told their story, fed, and yarns were swapped around the camp fire in fine tradition, and at last, one by one, we sought our couches (rather uncomfortable ones in some instances); then the stars and the sea were the only ones awake—and the mosquitoes, of course.

This idyllic situation was rudely interrupted by a scream as one unfortunate found a pair of eyes regarding him from ground-level—and another yell, and one more Communicator gave chase to his blanket which was making good speed across the clearing. We ought to have known really—"the holes." Crabs. Land Crabs. Big Land Crabs. Shortly a state of siege was declared, and t'battle commenced. The crabs didn't escape without casualties—one vast creature caught a fourpenny one with an oar—but the defenders were rattled, and decided to retire to the cutter, or farther down the beach—and went.

There were, however, about three very heavy sleepers in the staff (unusual?), and when these poor wretches at last deigned to awake to the noise of scrabbings, clickings and scratching, it was to find themselves bang in the enemy's camp, surrounded by these fearsome monsters (it was very dark), with their ugly vicious jaws snapping in anticipation (this has not been verified), and with the thought that their companions had either been dragged into the stygian blackness by these fiends, or had been put to flight. (The actual thought voiced was: "Done a bunk and pinched the cutter.")

The remainder of the night was passed by building a big fire and dozing round it and throwing occasional sticks and stones at the ring of watchful eyes just outside the glare of the fire.

But, of course, came the blessed dawn, as it must; and reunion, the dispersal of the fears of the night and, most blessed of all, breakfast fried over a fire at 6 a.m.

Then, with swimming, larks and general "chyiking," the terrors faded into a good joke, and by the time we shoved off for the Flagship once more only a few still showed signs of having a nervous breakdown, and the twitches, shudderings and fear-filled backward glances had practically ceased when we returned on board.

But none who took part in that picnic will ever forget the "Battle of the Crabs" or "Crab" Island.



TYPES WE DEPLORE IV

Gertie the Glamorous Wren
Was advised not to go out with men,
But she did it again
And again and again
And again and again and again.

ALBERT MEDAL FOR BOY SEAMAN

Boy First Class Alfred Raymond Lowe, aged 17, has been awarded the Albert Medal—the *London Gazette* has announced—for his attempt to save the midshipman when the liberty boat of H.M.S. *Illustrious* sank in Portland Harbour with the loss of twenty-nine lives.

Lowe was trapped under the boat's canopy, but struggled clear, swam to a lifebelt, removed his overcoat and shoes, and swam towards the *Illustrious*. When he was under the stern a line was thrown to him. At this moment he heard a cry of "Help!" and saw that a midshipman about ten yards away was in great difficulty.

"He grabbed the line and swam to the midshipman, who was unconscious by the time he reached him," the *Gazette* announcement stated. "He endeavoured to turn him over to keep his head above water, but found this impossible and, still holding him, was pulled to the ship's side. A fog buoy was then lowered and he managed to drag the midshipman on to this and to hold on to him until a petty officer came down the rope to assist him. Together they secured the midshipman, who was then hoisted on board.

"The accident took place in eight fathoms of water in a rough sea with a strong wind blowing. Although the midshipman subsequently died, Boy Lowe acted with complete disregard for his own life in leaving his place of safety in an attempt to save him. His action . . . was in accordance with the highest traditions of the Royal Navy."

BURNHAM W/T STATION

At noon on 16th November the new extensions at Burnham W/T Station were opened by the Postmaster-General, the Right Hon. W. Paling, M.P., after speeches had been made by himself, the Admiral Superintendent, Plymouth, Vice-Admiral R. S. G. Nicholson, Mr. F. C. Van de Velde of the Marconi International Marine Communication Company, and Mr. J. D. Wynne, M.M., B.E.M., representing the combined staffs of Burnham W/T. Vice-Admiral Nicholson, who was representing the Board of Admiralty, gave a hint in his speech of the valuable part played by this station during the war years. "Such diverse operations as the mass landings in North Africa, the sinking of the *Scharnhorst* and the shepherding of convoys on the Atlantic, were directed by messages from Burnham," stated the Admiral, who congratulated the officials on the close liaison between the naval and civilian staffs. It was essential, he said, from the naval point of view that radio communication in war time should be centralised, and Burnham in the heart of the world-wide network had proved its worth beyond measure. The other speeches referred generally to the growth of this station during the past twenty-five years and the growth of traffic from a mere few thousand words in 1923 to a total of six and half million last year and a possibility of reaching the ten million mark in 1949.

After the opening a lunch was held at a local hotel, where many messages of congratulation were read, amongst which were messages from H.M.S. *Newcastle*, Ceylor W/T and Simonstown W/T. In addition to Vice-Admiral Nicholson, the following naval officers were present: Capt. G. R. Waymouth, Director of Signal Division; Capt. F. W. J. Bankes, who was a prime mover in the post-war reorganisation; Lt. Cdr. R. Wrightson, of the Signal Division, Admiralty; Lt. Cdr. W. B. Willett, Staff Communications Officer, Plymouth; Lt. H. F. Tomblin, Officer-in-Charge, Whitehall W/T Station; and Mr. S. W. H. Salter, Chief Officer (SWS), Officer-in-Charge, Naval Staff, Burnham W/T. The naval staff of Burnham were represented by P.O. Tel. (SWS) R. W. A. Hatherall, I./Tel. F. Jones, B.E.M., and Tel. D. Hale.

The new extensions consist of a control room and three wings.

Fitted in the control room are the P.O.O.W. position, from which any home station naval broadcast can be controlled; an overseer's position; a ships' bureau in which the position of some 11,000 merchant ships, both British and foreign, are recorded from their TR reports and from which all commercial messages are routed; and a circulation position, where all traffic is scrutinised, serial numbers inserted and traffic dispatched to and received from the operating and teleprinter positions. Although the above are salient features of the control room, the main thing that strikes the eye is the large maps, of which there are three. These maps are painted on steel plates, and

ships, represented by small magnets with call-signs attached, are placed thereon. The largest one measures 32 feet by 13 feet. These maps show the various commercial areas with their appropriate area receiving and transmitting stations, certain coast and foreign stations, the principal sea ports, the main shipping and air routes, and distances; small clocks indicate the various zone times used throughout the world. The other two maps are of approximate size 12 feet by 11 feet. One of these is an enlarged diagram of the North Atlantic and is used mainly in cases of aircraft distress for diverting ships to the aircraft's position. The other map is of the British Isles and is used in conjunction with Coast Station Distress Organisation. The coast stations control distress messages up to a distance of 300 miles from the British Isles and Burnham W/T outside this distance. A thick red line on this last map indicates the limit of the coast station distress organisation.

In the first wing there are sixteen operating positions fitted with CR150 receivers, four being fitted as search positions and twelve as working points.

In the second wing there are sixteen positions, four fitted for L.F. working, and the other twelve with CR150. Six of these positions are wired for high-speed reception.

At each of the operating positions the operators have facilities for controlling any of the transmitters at Portishead and for typing. An index card fitted on the table shows the various wave bands, naval working frequencies, call-signs of transmitters, channel control numbers, etc. Fitted into the tables are small holders which provide the operator with such information as charges for telegrams and SLT's for both naval and merchant vessels, cable charges to main European countries, conversion rate from francs to sterling, etc. Fitted into the side of the operators' positions are four small boxes for holding various types of pads used at a station where both



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The H.F. Reception Room

naval and commercial messages are received. The search operator's main functions are to log all calls on the frequency he is guarding and to read naval messages bearing precedence, procedure and service messages. He has facilities to instruct the working points as to which ship they should work next. If a working point fails to hear a ship the search operator has means of passing the ship's note to one ear-piece of the working point operator's headphone. Each operator by means of a simple switching device has the choice of omni-directional aerials, eight vertical masts and sixteen double-ended horizontal masts. These are fed through combiner units and multi-band amplifiers which cover a range of 3 to 30 Mc/s. Five crystal oscillators are fitted alongside these amplifiers and fed to each operating position which enables the operator to tell exactly the central point of each calling band, by switching in the appropriate oscillator.

In the third wing are fitted four broadcasting positions and twelve teleprinters. Each broadcasting position is fitted with a perforator, a Wheatstone automatic transmitter, and a CR100 receiver for monitoring purposes.

Facilities are to hand for each operator to control transmitters fitted at Criggleton, Portishead and Leamington. Messages to British merchant ships are broadcast at 0001 and every four hours, navigational messages at 0130 and every four hours, traffic lists to foreign ships at 0300 and every four hours, and weather messages at 1145 and 2345. Normally only two broadcasting positions are used, but the others are available for pressure periods such as Christmas and the New Year. Of the twelve teleprinters, three are wired to Whitehall W/T Station, one to Lloyd's, one to the Meteorological Office at Dunstable, one to Whitechurch airport, two to Central Telegraph London, one to Bristol Post Office and three to Bristol Teleprinter Exchange. These last three can be linked by manual switching to many of the main towns throughout the country. Facilities are also provided for the typing of SLT's in this wing. At the end of this wing is a small room which houses GRI, the Burnham Section for the Coast Station Organisation. In this

room watch is kept on the 500 Kc/s commercial frequency and a loud-speaker watch on 1650 Kc/s R.T.

By means of an intercommunication system each search point can speak to all the working points in his wing, to the circulation position, and to search points in the other wing. The circulation position can speak to any position in all three wings. The traffic is conveyed between the operating positions, the teleprinter positions and the control room by means of conveyer belts.

These new extensions should make this one of the most efficient stations in the world. No effort has been spared in endeavouring to speed up the handling of all types of traffic, and making an operator's job easy, interesting and comfortable.

“GRIPPO”

The Freeman family first came into prominence some twenty years ago when the original Mr. Henry Freeman (shortly afterwards knighted) amazed the social world by announcing his intention of devoting his entire fortune to the entertainment of His Majesty's Navy. The actual amount of this fortune has never been discovered but it must run into several billion sterling and despite the heavy inroads made in it in recent years it continues steadily to increase. Even the source of this vast fortune is shrouded in mystery. Some say 'twas made in oil, some in gold mining, others declare the Argentine (meat?) responsible for the amassing of this vast hoard, but Sir Henry himself, like the Service he serves, preserves a discreet silence.

Shortly after the announcement of his amazing intention, Sir Henry—or Sir “Harry”—to give him his more familiar title—was given a Barony and assumed the title of Baron Agrippa, after his famous charitable Roman predecessor. The name has since degenerated into the more common one of “Grippe,” by which he is known to thousands of his admirers.

The family crest is a somewhat peculiar one being a combination of the old and new. It consists of two clenched fists surmounting an oxygen breathing outfit beneath which are the words (Latin) “Dum Spiro Spero” (While I Breathe I Hope), commonly misconstrued by the vulgar as “Let me breathe” or by the more vulgar still as “Strangle 'im.” The coat of arms is actually in quarterings two of them being occupied by the two symbols mentioned, and the other two by a set of grappling irons and a pair of “footer” boots respectively.

His Lordship has eleven brothers—all with fortunes equally as large as his own—and it was not long before they also became affected with this strange philanthropic mania. Their good deeds are legion and it is no untruth to state that no one in the service, from the humblest boy to the mightiest Admiral is unfamiliar with them.

The family possesses an amazing intelligence service of its own. The arrivals and departures of all H.M. Ships are known by them for weeks beforehand and no matter which part of the globe ships choose to visit “Harry will find a way.”



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The Ships' Bureau

ROUND THE HOME ESTABLISHMENTS

HOME AIR COMMAND

We feel rather guilty in the Home Air Command that you have not had a contribution from us before, and we are anxious to make amends. You have, we realise, had a regular contribution from the Naval Air Signal School, but in addition to this we will try to write in future an article for each issue from one of our Flag Officer's headquarters or Naval air stations. These articles will be arranged to give you a general picture of the Command and of the activities of our branch in it.

A slight reorganisation has recently taken place in the Home Air Command which some of you may have read about in A.F.O.s. We now have Flag Officer Air (Home) at the head of Naval Aviation in the United Kingdom, and under him three Flag Officers who have their own responsibilities and sub-commands—Flag Officer, Flying Training, at Donibristle, Flag Officer, Ground Training, at Lee-on-Solent, and Rear Admiral, Reserve Aircraft, at Arbroath. There are fifteen Naval air stations in commission, and in addition there are Naval sections at certain R.A.F. stations.

Our job is to do all the equipping and training necessary to produce the Carrier Air Groups ready to embark in their carriers. In addition we have a number of other training tasks, many of which involve the provision of aircraft for other authorities and ships, for trials, calibrations, etc. We look after all the aircraft in reserve, and also carry out trials of new aircraft and equipment for the Admiralty and Ministry of Supply. As you will appreciate, we have a large variety of aircraft to deal with—Seafire, Firefly, Firebrand, Barracuda, Sea Hornet, Mosquito, Oxford, Anson, to mention a few of them. In addition we have a small number of jets, and some helicopters.

There are also two squadrons, one situated in the South, and one in the North, whose job it is to provide air transport in the Command. They are equipped with Expeditor and Dominie aircraft, and are called Communication Squadrons.

Two aircraft are allocated to the Command for monitoring and testing communications and trying out new procedures, a Mosquito to Flag Officer, Air (Home), and a Dominie to Flag Officer, Flying Training. Some say that the Mosquito is a dangerous aircraft to fly about in, but S.C.O. prefers a fast aircraft because he thinks the less time he spends in the air the less the danger.

Now let us say something about the "C" Branch in the Home Air Command. There are in all approximately 435 Communication ratings in the Command, and 135 civilians on communication duties.

These totals are divided as follows:

Telegraphists: 140 Tels., 110 Wren Tels.

Switchboard Operators: 75 Wrens, 60 civilians.

M.S.O. & T/P Staffs: 110 Wrens, 75 civilians.

Some of you—*Mercury* included—may wonder what the Telegraphists do. Well, they are employed primarily on V.H.F. Voice channels for communications and D.F. At the busy flying stations the volume of traffic is considerable and, in bad weather, requests for bearings come in regularly. At one station the other day there were five aircraft queueing up in the clouds to be controlled down to the airfield. At some stations, however, the operators may go for a whole day without a request for a bearing, which makes their watch tedious but none the less important. With the ever-increasing speed of modern aircraft no delay can be accepted in passing a D.F. bearing.

Most of the D.F. sites are isolated in fields, some two or three miles from the control tower and centre of activity, which makes the watch a lonely affair (watch-keeping is done in pairs), and the operators have been known to ring up for assistance in defence against rats and mice.

We do not use H.F. for communicating with aircraft except for A/S training at Londonderry. H.F. Morse is used, however, for communicating with ships and aircraft carriers during air practices.

We use M.F. for communicating with and D.F.'ing the aircraft of the Northern Communication Squadron flying between Lossiemouth, Arbroath, Donibristle, Abbotsinch and Eglinton. These aircraft are not always in V.H.F. touch with a station, and this use of M.F. enables them to use civil facilities as well. These H.F. and M.F. waves, therefore, give our operators some Morse practice (*Mercury*, please note).

So you see, we do Morse a little, but not as much as we should like to enable everyone to keep in good practice. However, we do regular exercises of our own and take part in the WITEX.

The local V.H.F. voice channel at each station is manned by the Traffic Control Staff, many of whom are ex-Yeoman Chief of Signals and therefore most reliable!

We work in close liaison with the "L" Branch, and help them whenever we can. They have, of course, always maintained the air radio equipment, and at most stations they have now taken over the ground equipment as well.

There is not much to say about the M.S.O. and T/P staffs, and switchboard operators, because their job is similar to that done by these ratings elsewhere. This does not, of course, mean that they are idle—at the Headquarters at Lee-on-Solent we handle a daily average of 750 signals and 16,000 telephone calls, on weekdays! These figures do not include wireless traffic with aircraft or ships.

NAVAL AIR SIGNAL SCHOOL

A retrospective survey of life and activities for the past term cannot fail to bring to all pupils and staff a feeling of satisfaction. So far, the winter, such as we

have grown to expect of late, seems to have passed us by: having prepared for a cold, dark period, we have been treated to bright spring sunshine which has brought us roses in January and covered the sports ground with daisies in February.

As a result of this mild weather, classes have been able to complete their flying training almost without interruption, thus saving course officers many a headache.

A word about our instructional activities: No. 9 W.R.N.S. D.F. Course finished just before Christmas leave, leaving, on our return from leave, only No. 7 Aircrewman Conversion Course to occupy the staff. They were soon joined by No. 2 Radio Refresher Course, consisting largely of Air Gunners who have joined the Royal Australian Navy and a course of Observer Refreshers.

March is to be our busy month; in fact, we shall be full to capacity. In addition to the Air Courses we shall have the Long "C" Course and the R.I.N. and R.P.N. W.C.O. Course. To bring a little feminine relief to an almost masculine term, No. 10 W.R.N.S. Course joins us just before Easter.

To complete the instructional picture, it is only fair to mention those who come to us for short courses, some for just a few days, some for a few weeks, to seek that which is new in the Air Communication world, and provide the staff with fresh contacts in the field of Naval Aviation and fresh faces in the social round.

Being but a small establishment, our social activities are necessarily restricted. However, we had a most successful dance just prior to Christmas leave which everyone enjoyed.

With courses coming and going, drafting, and the National Service Act, the maintenance of a complete team for any sporting activity proves a most difficult proposition; notwithstanding this, we have managed to enter teams for the R.N. Barracks Inter-Part Association Football League and the '22 Rifle League, in which, at the time of writing, we occupy fourth place.

Each Wednesday afternoon we manage to utilise the football and hockey grounds to the best advantage, the current courses invariably being able to provide suitable opposition. Our games—particularly the hockey—make up in enthusiasm that which they lack in style, but to get both pupils and staff out exercising in the open air is our main object, irrespective of the results.

To encourage the art of small-bore shooting in the School, a small open-air '22 range has been opened; although essentially a "fair-weather" range, it is serving its purpose admirably.

As reported in the last issue, Lt. (C) Brooker, left us for H.M.S. *Jamaica*, to be relieved by Lt. (O) Tolley. Lt. (O) Rees, of 783 Squadron, has been relieved by Lt. (O) Cunningham. Leydene has claimed one of our stalwarts, Mr. Whiffin, W.C.O., whose place at the lectern and on the hockey field has been taken by Mr. Cottle, W.C.O. Mr. Rowsell has relinquished the keys

of the Barrack Store to Mr. Buckett, W.F.O., and is shortly to join the next Aircrewman Conversion Course. Mr. Suggitt, as exclusively forecast in the last issue, has rejoined the staff. Before very long we shall be saying farewell to two of the "oldest inhabitants," Mr. Wallington, C.A.O., and Mr. Curtis, W.A.O., both of whom have to be converted to W.F.O. (AC).

We have suffered many changes in the Chief and Petty Officers' Mess. Aircrewmen Craig, Lock, Scott and McCabe and C.P.O. Clarke and C.P.O. Tel. Le Marchal have all left the staff for pastures new, to be relieved by Aircrewmen Spowart, Robinson, Rumsey and McCall, C.P.O. Manchett and C.P.O. Tel. Kennett.

Very shortly it will be time to bring out the matting and put away the goalposts. We are hoping to meet many Communicators on the cricket field this summer, particularly the W.C.O. (Q), who, last year, proved more than a match for the staff.

In conclusion, may we point out that the Naval Air Signal School can give senior Communication ratings of the Fleet and Naval Air Stations not only a pleasant stay but some valuable instruction in D.F. (advert.)?

COMBINED SIGNAL SCHOOL

Since the last issue of THE COMMUNICATOR our First Lieutenant (Commn. Lt. H. V. Drury, M.B.E.) has been relieved and has been placed on the retired list. We take this opportunity of wishing him a long and happy retirement.

Early in February we were honoured with a visit from the Training Commander (Cdr. J. R. Phillimore, D.S.C., R.N.) of H.M.S. *Mercury*. Visitors from the training staff of *Mercury* are always very welcome.

For the benefit of readers who have little or no knowledge of the Combined Signal School, the following is roughly the set-up:

Fremington is about three miles from Barnstaple. The Combined Signal School is contained in the School of Combined Operations and has a separate identity under its own C.O. (Lt. Cdr. G. H. H. Culme-Seymour, R.N.). It is staffed by the three Services; each Service is known as a wing. The Naval Wing is made up of R.N. and R.M. officers, R.N. Communication ratings and Marine other ranks.

An L.C.H. is attached to the School and is used for sea training and combined exercises.

So far this year a certain amount of unit training has taken place and at the moment a Ratings' Basic Course is under way.

Several valuable exercises have been carried out using the L.C.H., but weather has cramped our style a little.

We were very pleased to have the Long Course from *Mercury* here for a short course and we hope that this is to be a regular feature.

R.N.S.S., DEVONPORT

The early flowers are already blooming in some profusion here in the West, and R.N.S.S., Devonport, is beginning to wear a spring-like look. Under the guidance of Comm. Lieut. (Mr. Middleton) Maybourne, the camp working party has installed several new flower-plots. We also note that the vegetable plots are receiving final preparations before the growing season starts.

Life has pursued a fairly uneventful course here in Devonport since our last letter. We were pleased to receive a visit from the Training Commander, Cdr. R. F. Phillimore, O.B.E., D.S.C., R.N., on 31st January. In the course of an informal walk around, he expressed satisfaction at the training being carried out. Training has gone on apace and touch-typing, voice and crypto instructions are now presided over by Mr. A. E. Best, W.C.O., who came to us in January from the Mediterranean. He has now settled in and is carrying out the good work started by Mr. W. C. Kennedy, who left us just before Christmas and flew out to join H.M.S. *Ocean*. We wish him the best of luck in his new appointment. Officers' Crypto Courses and New Signal Book Courses are continuing and junior ratings, both V/S and W/T, are being examined as often as possible. In this connection we would like to point out that many junior ratings are appearing for examinations with not quite as much enthusiasm as we would like to see. We would also like to stress once again that touch-typing must be kept up even after one has done a course and qualified.

The Devonport Signal School Amateur Radio Club goes from strength to strength and the present membership is thirty-six. At present the Club operates at 25 watts on the 3.5, 7, and 14 Mc/s band, using a 7 Mc/s dipole, and a 132 Zepp aerial. The construction of a 150-watt transmitter for A1 and A3 emissions is proceeding. It is hoped to compete it by April, when the Club will receive its full licence; at present the Club is elected to corporate membership of the Radio Society of Great Britain. A hearty welcome is extended to all Devonport Division Communicators, especially junior ratings, to join the Club. Any reports and criticisms from "Hams" overseas will be gratefully received by the Secretary (W. Maybourn). Our call-sign is G3D RT, so if your round our part of the dial give us a listen Jan!

In the sporting world we have managed to play five games of soccer, with three wins and a draw to our credit. We have scored twenty goals and had nine scored against us. Unfortunately, we have been unable to field a rugby team owing to the necessity to disturb classes as little as possible. P.O.R.E. Gash and Tel. Williams have been turning out quite regularly for the Devonport Services "A". We are looking forward to the cricket season with high hopes of bettering our performance of last year, when we reached the semi-finals of the Port Knock-out Competition.

And now from all of us at Vicarage Road (including Bunts) comes a wish for a very happy Eastertide to all Communicators wherever they be.

H.M.S. "BRUCE"

Since our last article in THE COMMUNICATOR, a few changes in classes and instructors have taken place. Classes 203, 204, 205 and 206 have departed from our midst, likewise their Instructors, and quite a few will be reading this under a sweltering sun, lucky people! All in H.M.S. *Bruce* wish all "old pupils" good luck, and hope that they have found out why all the chasing was really necessary. C.Y.S. Floyd has left us for a sojourn in the Far East, and I'm sure he will be as welcome there as he was in H.M.S. *Bruce*. I feel sure that all the Communication Branch here will wish him "Good luck and God-speed." Also let me record our own hearty congratulations to C.P.O. Tel. Collins on his well-deserved New Year Honour. We wish him luck in his new venture as a W.C.O. candidate.

The Communication Branch continues to keep up its good name in all kind of sport. Recently in the Inter-Divisional Boxing Competition we were very gratified to see four winners in the finals. Special mention to ex-L/Boy O'Brien, who helped H.M.S. *Bruce* into second place in the Inter-Establishment Boxing held at *St. Vincent* in February. This was a magnificent achievement, considering the number of boys we have to pick from.

The Inter-Divisional Cross-Country Race was run on Monday, 21st February, and once more Communication Boys were to the fore. This was won by BENBOW Division. Let us congratulate Boy Tel. Hardwick, ex-*Bruce*, now serving in H.M.S. *Loch Tralaig*, who has been chosen to "make one" in the running team to represent the Rosyth Command.

Some amusing answers to questions crop up from time to time. The definition of "Cleared" is: "When the message has been handed to the Petty Officer of Watch and he has filed it." Abbreviations are another source. "A.F.O." means Admiralty Flag Officer or Auxiliary Fire Officer, while "F.L." stands for Flag Locker.

We had an informal visit from Lt. Cdr. (C) D. A. C. Finlay, who was very impressed with all he saw.

This term has proved an exception regarding Communication examinations. These have occurred at least once per week since 17th January and will go on till end of term. They have increased the work but also helped time to pass very quickly indeed, and have certainly given a few of us shocks on the results.

The weather, contrary to all expectations, has been quite mild, and plenty of outdoor instruction has been the order of the day. Some Instructors have taken to gardening and bee-keeping, and it will be very interesting to know how long it takes to train a bee to touch-type. One Instructor requested to keep a Corgi, but no more dogs were allowed, until it was found out to be the name of a "jet-propelled" cycle.

The Communication Efficiency Test was held on Thursday, 24th February, between teams from Classes 207/8 and 209/10. This was won by Classes 209/10, with a comfortable margin of 25 points over the other classes. Well done, ANSON Division! The

standard of operating and recording was very good throughout.

In conclusion, let me wish all a happy Easter and plenty of eggs, and let them come back full of beans for the last complete term in H.M.S. *Bruce*.

R.N.S.S., COOKHAM CAMP

On 24th January, Cdr. N. J. Wagstaff, R.N., relieved Cdr. The Hon. N. Napier, R.N., as Officer-in-Charge. We should like to wish the latter a long and happy retirement. At the time of writing it is still not clear whether all the National Service Communication entry is to be trained at Cookham or not. We are definitely expecting the first 100 to arrive in March and April, and there appears to be an even chance that the remainder will also come here. If this were to happen, considerable additions to Cookham might be required. However, the whole project is still very much in the air, as, among other factors to be taken into account, is an estimate of the length of time that the existing Nissen huts can be expected to remain serviceable. In any case, our present numbers of 250 ship's company and 220 Special Service trainees are expected to increase considerably in the next few months.

It will be of interest to all Chatham Communication Chief and Petty Officers to know that, as a result of the expected increase in the number of trainees here, we have now become tri-port manned for Instructors. This will considerably lighten the burden, which has hitherto been imposed on the Chatham Division, of providing all Instructors for Cookham and *Ganges*, and some for *Mercury*.

The C-in-C., The Nore, inspected the camp in early February, and came up again later in the month to witness, and present the prizes for, the Nore Command Cross-Country Race. Among other visitors, the Training Commander and V.I. and W.I. from Leydene have also been to see us, mainly in connection with the proposed training of the National Service Entry.

We have recently had the Pembroke (R.N.B.) Players here to give us "Blithe Spirit." This was a most excellent show and we hope to see more of this company in the future. We were honoured by the presence of the C-in-C. and Lady Moore at one of these performances. Our own "C.A.D.S." are in full swing with rehearsals for "Saloon Bar." It is quite untrue that the "locals" are being frequented in order to acquire the right atmosphere!

In the field of sport, the Camp soccer XI, although seeing many changes, still occupies second position in the Mid-Kent Wednesday League, and have progressed to the semi-final of the Wednesday Charity Cup. P.O. Tels. Parrish and Bianchi, Yeo, Whitrodd and Mr. Greet, W.C.O., still form the backbone of the team, which is very ably managed by Mr. Chatten, W.C.O. In the Inter-Class Competition, the Officers' and Miscellaneous team meet the Ship's Company Signalmen in the final and both sides are evenly

matched, although popular opinion gives the game as a "1 banker"!

A certain amount of hockey has been played, despite the handicap of having to borrow a ground from a nearby school. In the Nore Command Cross-Country Race, P.O. Tel. Smith, Mr. Greet and Mr. Payne ran very creditably and received an extra-loud chuck-up on passing the winning post.

Finally an Inter-Hut Table Tennis Competition starts in the very near future, and this should help to keep the evenings occupied. From games already seen, the standard looks to be very high.

"COOKHAM FRY."

H.M.S. "FAME" TRANSFERRED TO DOMINICAN REPUBLIC

The destroyer H.M.S. *Fame* has been transferred to the navy of the Dominican Republic and renamed *Generalissimo* at Devonport. The ship was handed over on behalf of the British Government by Admiral Sir Robert L. Burnett, K.C.B., K.B.E., D.S.O., Commander-in-Chief, Plymouth, and formally accepted by Senor Don Andres Pastoriza, the Dominican Republic Minister in London.

FRIGATE PICKS UP AIRMEN

The crew of three of a Royal Navy Barracuda torpedo-bomber which crashed off the west coast of Scotland were rescued unhurt. Their dinghies were sighted by a Sea Otter amphibian aircraft, which alighted on the choppy sea near the men.

The three airmen were later taken on board the frigate *Loch Fada* (Lt. Cdr. P. W. B. Ashmore, M.V.O., D.S.C., R.N.), which took them to Londonderry. Because of the heavy swell the Sea Otter was unable to take off again, and the crew went on board the destroyer *Creole* (Lt. Cdr. S. E. Jagger, R.N.), which remained standing by the amphibian aircraft.

The Barracuda, which was on a training flight from Eglinton, Northern Ireland, crashed south of the island of Islay soon after a radio distress signal had been sent out by the pilot.



"What was it you were saying about "Quacks" as I came into the ward this morning?"

TOPICS OF SIGNAL IMPORTANCE

H.M.S. "SPARROW" IN ANTARCTIC ICE PACKS

When the *Vengeance* and her accompanying ships were seeking cold weather in the Arctic, a frigate of the America and West Indies Squadron, H.M.S. *Sparrow*, was at the other end of the world locked up by pack ice in Admiralty Bay, South Shetland Islands.

On 11th February, however, the *Sparrow* freed herself and a terse signal to the Admiralty "Out and clear" indicated that she had made a last-minute escape from the grip of the ice.

H.M.S. *Sparrow* left Montevideo on 14th January, arriving at Port Stanley, Falkland Islands, four days later to fuel and embark passengers and stores for Antarctic bases—Signy Island (South Orkneys), Deception Island, and Admiralty Bay in King George Island in the South Shetlands.

The ship arrived at Admiralty Bay on 27th January and then experienced a week of easterly winds culminating in two days of easterly gales which brought pack ice from the Weddell Sea across Bransfield Strait from Melville Cape (the north-west corner of King George Island) to Deception Island.

The *Sparrow* attempted to leave Admiralty Bay for Port Stanley on 3rd February, but ice proved too formidable and she returned with some difficulty to her anchorage. She continued to experience easterly winds of varying force, and pack ice remained impassable, while the temperature, which was well below freezing, tended to consolidate the ice.

The Falkland Islands Dependencies Survey Vessel *John Biscoe*, specially equipped for operating in Antarctic conditions, set out to assist the *Sparrow*, but at the first attempt she failed to penetrate the ice when thirty-five miles from Admiralty Bay.

On 2nd February she made a second and successful attempt to get through, and the commanding officers of the *Sparrow* and *John Biscoe* put to sea in the survey vessel to make a reconnaissance with a view to extricating the sloop if this should become possible.

In the meantime the *Sparrow's* fuel stocks were running low and it became necessary to eke out the remaining fuel to the utmost.

Some idea of the *Sparrow's* plight may be judged from these extracts from a message she sent out after she got away:

"Heat and light were cut to a degree of austerity beside which the winter of 1946/47 in England pales . . . all washing was done in salt water or, if you could get it, melted glacier ice. It was no uncommon sight to see large lumps of blue ice secured alongside, sailors industriously chipping off pieces and shovelling them inboard to fill buckets.

"For eight days of fickle winds, bright sunshine and cold nights the pack ice moved about the harbour, sometimes withdrawing to the distant inlets, and at others descending on the *Sparrow* in mass formation, putting great strain on the cable.

"During this time the Shipwright and his team were busy building a hut ashore, originally designed for the Falkland Islands Dependencies Survey base but now, perhaps, for the use of a ship keeping party.

"At noon on 11th February luck appeared to change, for a fresh northerly breeze sprang up which cleared the inlet of pack ice and swept it towards the sea. The *John Biscoe* went out, but found the wind lower down the bay was far lighter. She tried again later, reporting that there was chance for herself but little hope for the *Sparrow*, and then ninety-five members of the crew and all the ship's pets were transferred from the *Sparrow* to the *John Biscoe*.

"Later, however, the *John Biscoe* reported an easy passage once the bay was cleared. All building activities ceased, boats were recalled and hoisted and the *Sparrow* made for the entrance to the bay as a fresh breeze started to drive the pack ice out.

"After threading her way through a belt of pack ice lying off the entrance, the *Sparrow* found clear water away to the west, and shortly after, open water north of the islands."

In the bleak harbour of Desolation Island men, gear and pets were re-embarked in the *Sparrow* from the *John Biscoe* and the *Sparrow* was soon proceeding northwards, once more enjoying unlimited water, full rations, and a sense of security which had been sadly lacking for ten anxious days.

The *Sparrow* has a complement of 170, seventy-five of whom volunteered to spend the winter in their ship in Admiralty Bay should this have been necessary. She will fuel and replenish her stores at the Falkland Islands and on 6th March is due to begin a cruise which will end at Devonport in April.

She is bringing with her as far as Montevideo two Adelie penguins intended for the London Zoo. They will be flown on to London from Montevideo. The home of the Adelie penguin is the coastal region of the Falkland Islands Dependencies. The species has not been seen in Britain for about a quarter of a century.

H.M. SHIPS IN THE ARCTIC

The aircraft carrier *Vengeance* and the destroyer *Gabbard* sailed from Portland on 5th February to begin the series of important trials in the Arctic Ocean, north-east of Iceland. They were later joined by the destroyer *St. Kitts*, the frigate *Loch Arkalg*, the submarine *Artful*, and the oiler *Wave Premier*.

When the ships first reached the trials area, 400 miles within the Arctic Circle, they encountered freakishly warm weather, the thermometer recording 37 degrees F.

During the trials, designed to test armament and equipment and to study the effects of Arctic weather on officers and men, the *Vengeance* operated many types of aircraft, including jet-propelled Sea Vampires, and a Westland Sikorsky helicopter.

When Lt. K. W. Shepherd, son of a Doncaster

surgeon, took one of the Vampires into the air he was the first man to fly a jet aircraft off a British carrier within the Arctic Circle. The plane climbed to 20,000 feet, where the temperature was 81 degrees F. below freezing point, and in both high- and low-speed flying it behaved normally.

"I am satisfied that the Vampire is ideal for Arctic conditions," Lt. Shepherd said after the flight. "I could have gone higher, but was ordered to return for compass checks. My maximum speed was 520 miles an hour."

Surg. Lt. Cdr. E. B. Martin, R.N., of the Royal Naval Air Medical School, Gosport, has carried out a very different pioneering test. He voluntarily stayed in an exposed position on a gun platform for three days to try out the effectiveness of an airman's protection suit designed by himself. It was intended that the test should last six days, but in a 70-mile-an-hour gale a tent made from a parachute was swept away and the officer had to give up the pretence that he was a lone airman brought down on an ice flow.

Officers and men in the ships wore special Arctic clothing of several patterns and material and their diet contained 30 per cent. more calories than the civilian diet.

The ships returned to the United Kingdom in mid-March.

CORRESPONDENCE

To the Editor of THE COMMUNICATOR

SIR,

Nowhere within the pages of THE COMMUNICATOR can I find a paragraph in which you disclaim responsibility for the opinions expressed by your contributors.

Therefore I invite your attention first to A. R. J.'s adverse comments on the "decency" of my book "Cargo for Crooks" in your last issue, and then to Eaton's charming cartoon on a preceding page. And I say, "Disgusting, sir! Disgusting!"

Yours, zoologically speaking,

"SEA-LION."

[EDITOR'S NOTE—"Cargo for Crooks" was written by "Sea-Lion" and not by Commander G. M. Bennett as stated in the head of A. R. J.'s review. For this slip apologies are offered and it is regretted that one of our cartoons should have offended even one of our aquatic subscribers.]

NEW W.R.N.S. STATUS

It has been announced on behalf of the Board of Admiralty that as from 1st February, 1949, the Women's Royal Naval Service was to be established as a permanent and integral part of the Naval Service. Members of the W.R.N.S., although not subject to the Naval Discipline Act, which is a system of discipline primarily devised to control a male Service under conditions afloat, belong to a disciplined force serving under its own disciplinary code. The W.R.N.S. is to be regarded in all respects, other than its subjection to a separate disciplinary code, as part of the Royal Navy itself.

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GOING THE ROUNDS IN "MERCURY"

CHIEFS' CHATTER

As exclusively forecast in the Yuletide number, our President, George Baister, is about to gird up his loins for foreign climes. This is indeed a sad blow, both to the Mess and also to the Football Manager (Lt. Condon). George is one of the Signal School O.Bs. (Old Boys), but we all support the view that *Mercury's* prominent league position is in no small measure due to the skill of the wonder boy from Bishop Auckland. George has always been a popular figure (except when drawing a new cap from the Slop Room) and we wish him every success for the future, and thank him for his services in the past. The presidential robes of office are being donned by C.Y.S. Pattison (if they fit). We offer him our hearty congratulations and wholehearted support in his task. In his Presidential speech he remarked: "I know I shall have the Chief Yeomen 'solidly' behind me," being careful to omit what was in front.

On the subject of departing members, other "rum queue regulars" to drink their last tot in the Mess include C.P.O. Tel. Yates (H.M.S. President), C.P.O. Tel. Shepherd, our Secretary (Portsmouth C.C.O.), C.P.O. Tel. Toogood (Pension) and C.R.E. Gibbs, retiring owing to reaching the age limit (30 years).

We notice in the Christmas number that our colleagues in Malta rounded off our remarks that C.Y.S. Setford's departure had coincided with the introduction of the Betting Tax, by the rejoinder that his arrival in Malta coincided with the introduction of the State Lottery. Further to this, we add that C.Y.S. Blood's departure for that island coincided with the Bill for the Abolishment of "Blood" Sports. In passing, there is a strong feeling in the Mess that in view of both now being in Malta, the new address of that Gem of the Mediterranean should be "Malta G.C. and Bar." We ask them to both keep a sharp look out for C.Y.S. Dartnell (at last), who has laid down the heavy yoke of Mayor of East Meon for the temporary job of "Curator of the Coliseum, Athens." He will not become one of the ruins of Ancient Greece, as his wife will be accompanying him.

Mess improvements include painting and decorating and the acquisition of a complete table-tennis outfit. This will be used only after supper and in the dining-room, so future afternoon "lounge lizards" need have no worries about counting the ping pongs to get some sleep.

Regarding the occupants of the Mess in general, all we can say is that it is beginning to look akin to a United Nations Organisation. Among our "paid-up" members we number Aussies, Kiwis, Royal Pakistan Navy, Royal Indian Navy, and many other "furriners," e.g., East Meonites, etc. The "Diggers" seem to have exerted much influence on the Mess (and other things) and it is nothing for a Cosham native to refer to his chum from Stamshaw as "you beaut!" Incidentally,

it has been remarked that those "Colonials" who have removed their shoulder flashes appear to be in better health and spirits than those who haven't!

With the transfer of the "L" Branch to *Collingwood* there is a noticeable decline in the number of C.R.Es. in the Mess. Among those still present include John Hart ("the Vice-President"), George Pay, Willy Hyson and, of course, the writer. C.R.E. Frankie Hamblin has joined us for a time, but he too will be in "Spivvy Street" ere long.

Socially, our activities have followed much the same pattern as before, and we must again mention the huge success of our Christmas celebrations. The members "living in" did a grand job of work and the President's team are to be congratulated on the first-class arrangements.

In the realm of sport, football is the main item, although we have representatives in the *Mercury* Rugby, hockey and other sports. Wally Driver is still the pivot of the Mess soccer team, and in addition to representing *Mercury* he has been selected for the Command XI, a great honour, of which we are justly proud.

In conclusion, let us say that we hope it will not be long ere we see some of your smiling faces again. So good luck wherever you may be. There's still plenty of good beer in the bar and as usual, a spare bed in 5 Hut!

SPORT

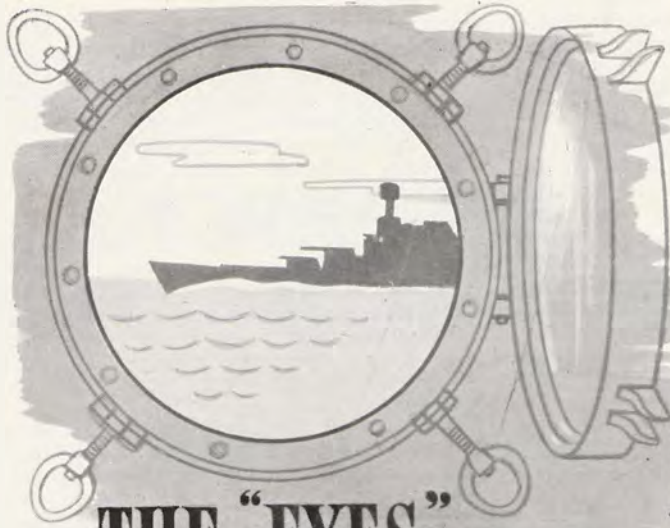
Soccer

The 1st XI has continued its good work in the U.S. League, Division II and after winning thirteen games in a row, (and losing the fourteenth against *St. Vincent*!), *Mercury* is now top of the league, 5 points ahead of their only rivals, the Reserve Fleet, who have, however, two games in hand. We have three more games to play, of which two are at home, therefore our prospects are good.

We are out of the Senior Challenge and U.S. Charity Cups. In the former, *Dolphin* had their revenge for their defeat by *Mercury* in the Charity Cup and beat us 3—1 at Blockhouse.

In the Charity Cup, second round, we had to meet the *Victory's* 1st XI (top of the U.S. League, Division I) at Leydene. The result was a draw (1—1) after a terrific encounter which *Mercury* deserved to win. Several hundred spectators gave our lads a fine chuck-up. We missed a penalty in the closing minutes. It was the finest game seen at Leydene this season. In the replay at Pitt Street we lost 0—2.

The captain of the 1st XI, Chief Yeo. S. Driver, leaves us at the end of March to transfer to A.H.2, and our outside left, C.P.O. Tel. Baister, also departs for Malta. Both have given yeoman service to *Mercury* this season. They have also very fine records of Service football behind them. Driver, in this last season with us, gained honour for himself and



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Mercury by being selected to play twice for Portsmouth Command. Baister in his younger days was known as the "Alex James of the Navy" and on one occasion scored seven goals for the Navy at Malta against Sliema Wanderers. We wish both these very fine players the best of good luck in the future.

Other ship's players who have left or are leaving are Tel. R. Halls, P.O. Tel. K. Howe, Yeo. H. Kirk, R.E. N. Thomson and Tel. D. Bruce. Good luck, chaps, and thanks a lot for your great efforts. Bruce is a National Service lad and is going to be demobbed. He has already won a U.S. League, Division II, winner's medal whilst serving at Forth Southwick in the season 1947-48 and if *Mercury* does win the league this season it will be an unusual distinction for him.

The Inter-Part League has restarted in a blaze of energy. The Buntings are holding on to their lead, hotly challenged by the Petty Officers, who beat the Wardroom (who were also at the top last October) by 4-2. The "dark horses" to watch, however, are the Sparkers, who, second from the bottom when the league was suspended through bad light last October, have now crept into third place. This league should have a most exciting finish.

Rugger

There are always two ways of judging the success of a rugger season:

- (a) How many games did we win?
- (b) How did we enjoy the rugger?

We prefer, this season, anyway, to take the second view. That means that we don't intend to publish details of games played, won and lost, but merely to tell you that we thoroughly enjoyed every game and that therefore the season was an enormous success.

Towards the end of last summer we thought we'd acquired a home ground, but we'd not reckoned with sharing it with the equine population of Soberton. We gave in.

At times it's not been easy to get a team together, but we've always managed or nearly always. There was the famous occasion when we grabbed the fifteenth man a few seconds before the bus left Leydene and taught him the rules on our way to Portsmouth. "This is the ball, keep behind it, but not too far." That chap became a regular member of the team.

There's another season starting in September and we'll be there.

Squash Rackets

We have had a very close fight with H.M.S. *Dolphin* in the first round of the Command Inter-Establishment Knock-out Competition. To begin with, our first and second strings were beaten and our fourth and fifth players managed to win. At this stage the third man on our side was having a dour battle with his opposing submariner. Our representative started off with a great turn of speed by taking the first two games and seven points of the third. Then his opponent rallied, would not let him have those deciding winners, and in fact took nine points off him in a row. After this the *Dolphin* duellist became master of the arena

and went on to win by 3 games to 2 which gave *Dolphin* victory by that same margin in matches.

Up to 1st March we have played two "friendly" competitions against other establishments; one against *Collingwood* in which we were beaten 3-0, and one against Haslar, in which we won all three matches. Both these competitions were played at Leydene so, as we have only one court, they had to be limited to three players on each side.

The squash ladder, flourishes—though the departure of the Long Course has meant a decrease in its members. We should like to remind the ship's company that squash is open to officers and ratings alike and that all are welcome who may wish to send in their names for placing on the ladder or for team trials.

Hockey

The season has been fairly successful, always accompanied by the usual hunt for elusive talent. Lt. Simpson has been the outstanding player at *Mercury* and has played regularly for the U.S., Portsmouth. Several ratings represented the Signal School in the Command Lower Deck Trials, but none were finally selected. We hope for better luck next season.

The results of matches played between 30th September and 22nd February are:

Played	Won	Lost	Drawn	Goals	
				For	Against
19	11	8	NIL	63	43

Cricket

As we have in the past, we again hope this coming season to produce a useful, formidable team. We shall no doubt miss Mr. Murray's strong arm, but there are rumours that the new Long Course has some outstanding talent.

Our fixture list is complete for the season, and it includes, in addition to afternoon games with ships in the Command, many evening games, mainly with the local village teams. These sporting games are popular, particularly the *post-mortem* on the game which normally takes place in "the local" afterwards.

Soberton will again be our home ground. The "table" there has been left well alone since last season's close and we hope for a sound (if a little sporting) wicket.

ENTERTAINMENTS

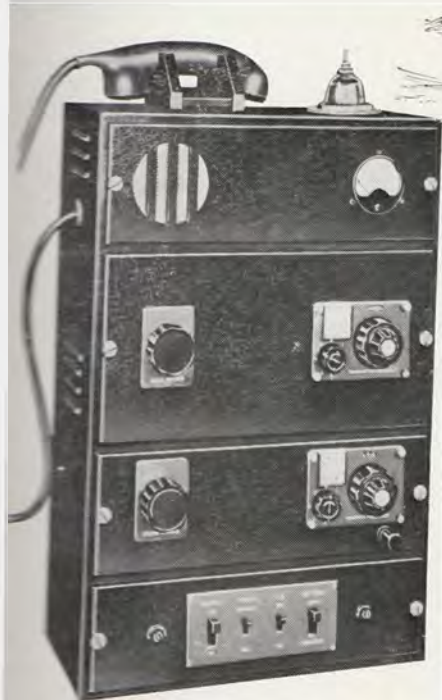
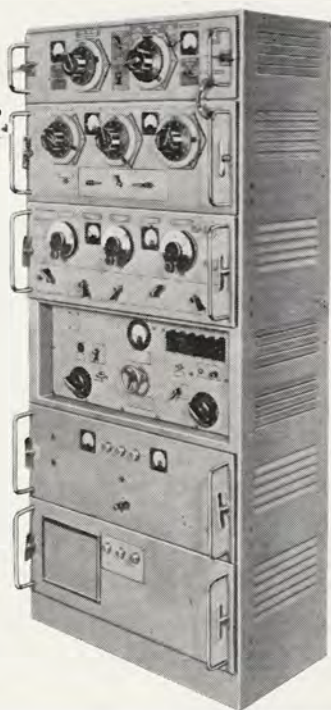
When last we went into print, the Christmas pantomime was in the throes of rehearsal. We are happy to report that our efforts were not in vain and a splendid evening's entertainment was had by all. Owing to the very heavy entertainment programme it was not possible to present "Wren Riding Hood" for more than one night, a decision which caused not a little disappointment, particularly to the Duty Watch. Beryl Nye took the part of Wren Riding Hood, her sincere interpretation of the part, her singing and her tap dancing were distinct features of the show. Joyce Ware was a first-class Prince Charming, and "Jake"

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Mullard

Somerville as the Dame turned in a riotous performance. Other parts were played by Brian Miller (Wolf), John Hart and Max Horton (Bailiffs), Ken Herbert Gustar (Executioner), Margaret Kenyon (Lady Elizabeth Bolsover), Brian Ashley (Granny) and Percy Hancock (Sir Phranklye-Snayke). Denis Holden was at the piano and Tom Fraser was Stage Manager.

A new revue, "Close-up!" is in the rehearsal stage and it is hoped to present it on 30th and 31st March.

In addition to our own shows, we have had visits from several "outside" organisations, among which Ken Dallimore, the Victory Players and the Cop-Optimists were outstanding.

John Hart and Percy Hancock attended a three-day course in Production, sponsored by the British Drama League. They found the course extremely beneficial in every way. Among the many varied subjects in the syllabus were "Make-up," "Stage Management," "Lighting," etc. All the lecturers were highly experienced and dispensed a great amount of information which will be of indisputable value to anyone interested in the field of amateur production.

In a recent Carol Levis show, Gordon Richards (piano), Miss Wearn (soprano) and Percy Hancock (comedian) represented *Mercury*. All were highly placed and Gordon Richards, with Miss Wearn, did remarkably well in the finals at the Theatre Royal, Portsmouth.

WARDROOM NOTES

The winter has been more than kind to all but the hardy few who hoped for ski-ing and other winter sports activity. In fact, the tennis court, recently resurfaced at a large cost, has been more in the picture than is usual at this time of the year.

The Christmas dance was a great success, while another entertaining evening was the visit of fifteen W.R.N.S. officers from Burghfield. A Conga up the main staircase was proof that it is stronger than it looks, even if there was a six-inch rise and fall in places. Our neighbours from H.M.S. *Dryad* dined in the Mess on the final guest night of the Long Course. One speech was of the "or something" quality and proved that twelve months on course are enough for any man.

The tapestry in the Ante-room is now uncovered. The general opinion is that it is unsuitable, so it is being removed shortly, which will cause upheaval when S.C.E. start plastering and painting. Curtains are being made from material provided by the Admiralty for all the main rooms, which will brighten things up and save Mess funds. It is hoped that all will be ready for the Signal Officers' Reunion in the summer.

Officers who at any time were members of the Commissioned and Warrant Officers' Mess, Royal Naval Barracks, Portsmouth, will undoubtedly remember the magnificent mahogany dining tables which were such a striking feature of that Mess. When the latter closed, on amalgamation with the Wardroom, the tables were transferred to H.M.S. *Mercury*, where

their imposing appearance, particularly on guest nights, is a marked improvement on the war-time "ersatz" products which for so long marred the Wardroom.

The usual number of departures occur with unfailing regularity. To name them all is impossible, but such stanchions as Lt. Kelly, Mr. Webber and Third Officer Fergusson are sadly missed.

W.R.N.S. NOTES

Again we must start our record of W.R.N.S. activities with some mention of the more important sporting events.

The hockey ground at Soberton has been in great demand at week-ends and, in addition to "Wrens only" matches, there have been friendly matches on Sunday afternoons between Wrens and their instructors. Wren Wale has been selected to play for the W.R.N.S. in the Inter-Service Tournament.

Netball has also been played, though more of the games have taken place at R.N.B. We have reached the final of the Portsmouth Command Inter-Unit Competition, which we hope to win, and have been represented by five members of the unit in the Portsmouth Command team. Wrens Nye and Down have been selected to play for the W.R.N.S. in the inter-Service matches.

Squash is beginning to become a more popular game. Wren Fenner, with only three months' experience of the game, has been chosen to represent the Portsmouth Command, together with Second Officer Jones and Third Officer Farmer.

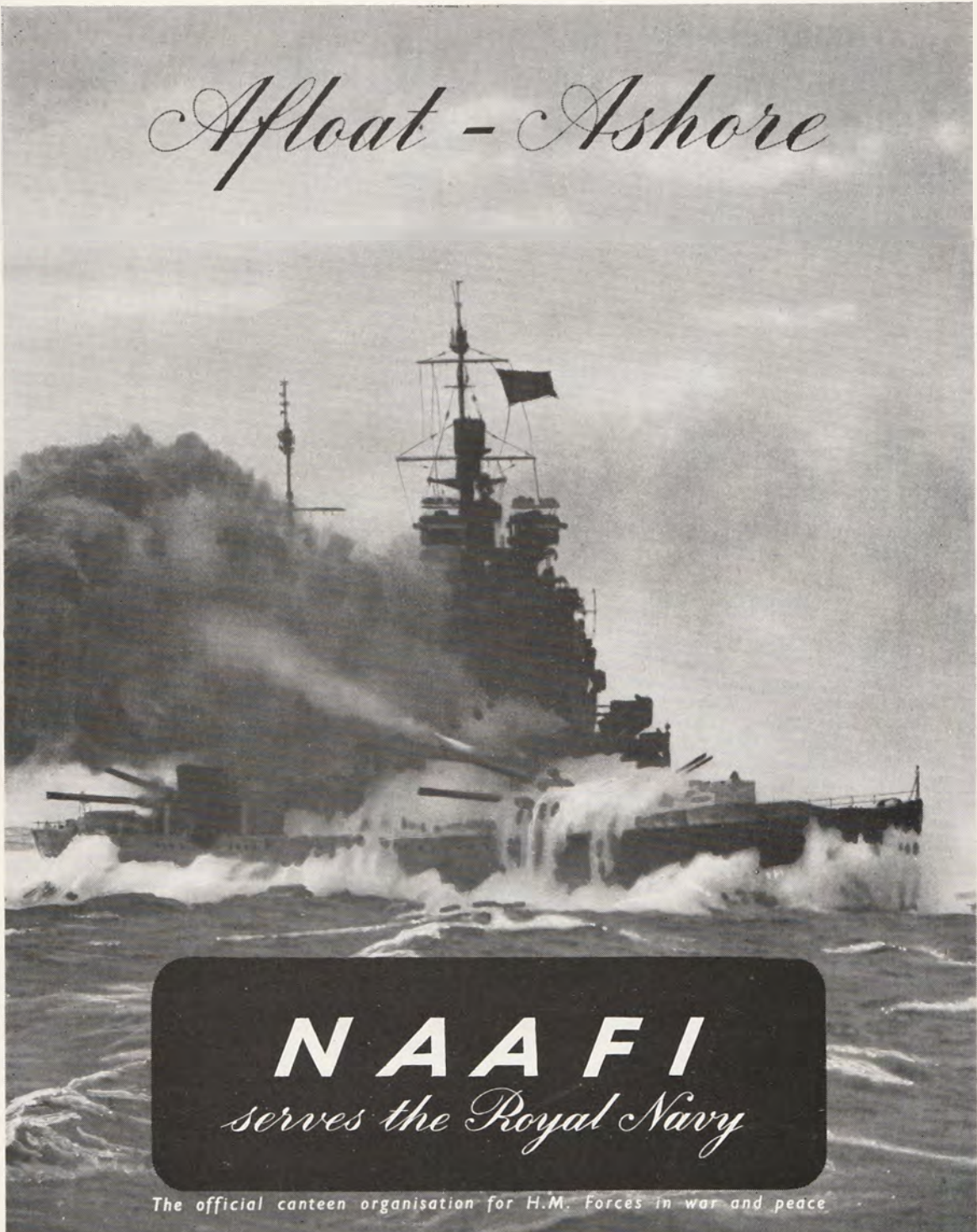
At badminton, P.O. Wren Keir was chosen for the Inter-Service Tournament although unfortunately for us she had been drafted to Arbroath before the match took place.

The Director, W.R.N.S., visited *Mercury* on 12th January. We started off with an inspection and march past in front of the main House. The Director then toured the Establishment, visiting Wrens at work in the galleys, Wrens under training in classrooms and all the W.R.N.S. quarters, including Whitedale and Soberton. She ended what must have been a very exhausting day for her with tea in the Chief and P.Os' Bungalow.

On 27th January the Leydene Wrens gave a dance in the Cinema. It had been some time since a W.R.N.S. dance had been run at Leydene and everyone was determined that this one should be a success. The Dance Committee worked very hard indeed. There were a number of original ideas in the organisation of the dance, and judging from the way everyone appeared to be enjoying themselves and the comments the next day, we feel that we are justified in calling the dance a great success.

The Christmas pantomime will probably be mentioned elsewhere, but we should just like to say how much we all enjoyed it, how glad we were to have the W.R.N.S. represented in the cast and how much we are looking forward to the next *Mercury* show.

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CIVILIAN COMMENTARY

Since our last issue the ranks of the Clerical Officers have been swollen by the addition of Mr. Middleton and Mr. White. Mr. Middleton has also been elevated from Assistant C.B.O. to C.B.O.

Although the clerical staff have always belonged to the Haslemere Branch of the Civil Service Clerical Association, we now have a representative on the Branch Committee. This follows on the heels of the Drawing Office staff who belong to the *Collingwood* group of the Institution of Professional Civil Servants; one of our staff was elected to the Committee last November.

On the industrial side, the Tupper plurality is reduced to a single state with the departure of Mr. A. Tupper; we wish him luck in his new venture. In his place we welcome the return of one of the old messengers who had to be discharged on the grounds of redundancy.

Now that a civilian painter is allowed in the complement, Mr. Smith will be glad to resume his normal occupation, after being employed for a couple of years as a cleaner.

The mobile W/T unit now has a civilian complement of two Electricians (Radio), one Electrical Mechanic, one Driver Mechanic and one skilled labourer.

"MEONMAID"

Meonmaid returned to her berth behind the squash court at *Mercury* last December, and (at the time of writing) is as shipshape as maybe, but ready and eager to start the new season in her own element on 1st April. We have bought a Genoa jib, which we may carry without affecting the T.C.F. which was raised at the end of last season when we obtained a spinnaker. *Meonmaid* was rather under-canvased last year, and we hope that the larger jib will make just that difference. For those not familiar with her design, she can sleep six in reasonable comfort, has the usual offices and cooks with both oven and pressure cooker; there is adequate bottle stowage in the bilge.

The "booking log" for the year is kept by the Sailing Secretary, and during the season is in the custody of the hall porter and there are already some entries in it. We hope that *Meonmaid* will have few idle days this season and no wasted week-ends.

WHAT HO THERE

Please do not overlook the fact that the ADVERTISERS in this magazine are giving us their support again in this issue of COMMUNICATOR. It may seem strange to you that they should continue to do this, but the fact remains that they do, and, in so doing, enable us to publish a worth-while magazine. Will you please show your appreciation of this by always buying what you can from these firms and mentioning this magazine when you do so. Thanks a lot, it does help you know.



THE PRESENTATION OF TECHNICAL INFORMATION. By R. O. KAPP. (Constable; 6s.)

Naval technical schools are notorious for their concentrated courses of instruction. Study of any syllabus of such a course shows that the sailor "doing" it is expected to acquire technical knowledge at a rate which would probably be considered fantastic in corresponding civilian schools. Some of the "stuff" is pretty advanced, too. The success which has been achieved is a tribute to the instructors, as well as to the application of the students.

Most naval instructors nowadays have been taught the elements of correct instructional technique, but, whether they have or have not, Professor Kapp's book will give them some useful hints on the job of teaching technical subjects. The author is Pender Professor of Electrical Engineering, University College, London, which indicates that he is no beginner at the subject.

To quote from the Preface: "Teach a man to think clearly, and he is likely to express himself clearly; teach him to think about the person addressed, and he will have learnt the first lesson in the art of conveying information effectively from mind to mind." The task of the naval technical instructor is just this job of conveying information, and it has to be done rapidly and thoroughly. The operative word is "effectively," and the things Professor Kapp has to say concern us deeply.

The sailor "on course" is fully occupied. (If you doubt this, try to run a rugby or hockey team in a naval technical school.) It is unfair to him to let "the bad expositor become his master," as the book puts it. Good exposition saves the willing student much time and effort. It does not follow, of course, that the mere reading of a book can make you the master of the art of imparting knowledge, but this little volume certainly gives you a lot to practise on. And practice is essential, as the Professor points out.

Particularly interesting are Chapters VIII and IX. The "Do's and Dont's" of pages 84 to 87 are "Sailing Directions" for all who desire to impart information to others.

This is a book to buy, to keep, and to read again and again. From senior officers to junior ratings, there are few in the Service whom the study of its eminently readable pages would fail to repay.

J. L. T.

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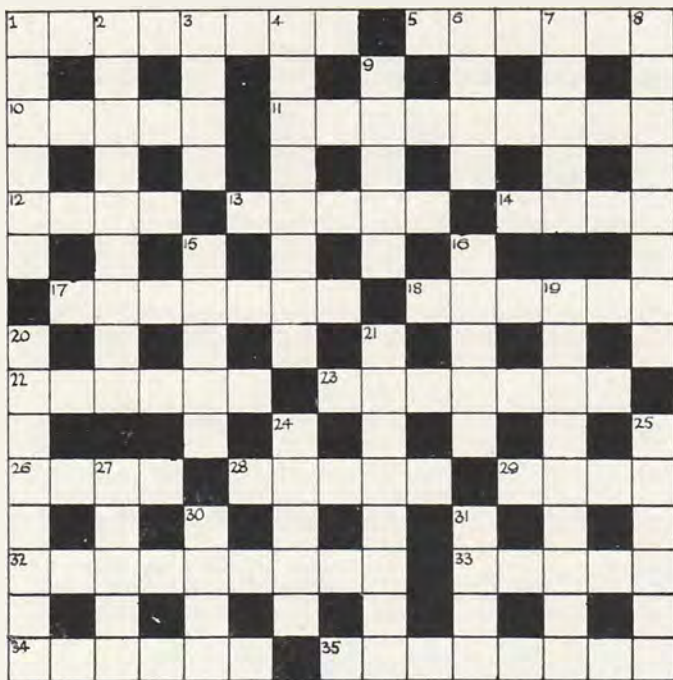
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COMMUNICATIONS CROSSWORD

(See page 11 for Solution)

Across—1, Sail it in (anag.) (8). 5, “— and arrows of outrageous fortune”. (They have a use too on the upper deck.) (6). 10, It measures waves or rythm. (5). 11, If we have an A.B. leaving the harbour is presumably this. (9). 12, Eastern Naval Command but certainly not Far East. (4). 13, Dials for a lamp not a telephone number. (5). 14, Between bow and quarter. (4). 17, May be Brecon or radio. (7). 18, Come back for the Supply Officer. (6). 22, Diligently applied—under cover one supposes. (6). 23, Vessel not manned by seamen. (7). 26, They are frequently mustered. (4). 28, When this is done to a ship are clothing coupons needed? (5). 29, It sounds as if you knit one. (4). 32, Centre of Naval Communications. (9). 33, You may be in water in this part of a ship and will certainly be if you go lower down. (5). 34, If bunting it is a bird, if flag—keep away. (6). 35, Signalmen live in half and are concerned with the whole. (9).



Down—1, Not liable to infection. (6). 2, The tent price is cut off. (9). 3, First person phonetically. (4). 4, One would not expect ships to be concerned with this means of communication. (4). 4. 6, If you acquire the sea type, you cannot walk ashore with them. (4). 7, Lordly Admiral. (5). 8, Eleven men in vocal arrangement are under way. (8). 9, A space to steer clear of. (5). 15, Looks for tin in a merchant ship. (5). 16, This fire stops the exercise. (5). 19, There is a ship between this and the White Ensign as a rule. (5). 4. 20, Stellar route followed by a dairy cart? (5, 3). 21, Veil pals for Wren's war paint. (3, 5). 24, Dress or aerial? (5). 25, Results in strain and ends with hair. (6). 27, Test. (5). 30, Where Americans cure mismatching? (4). 31, Flows backwards. (4).

AMATEUR RADIO G3BZU

The lack of comment in the last issue on the “doings” of the Hams was due to your correspondent taking a holiday at the Haslar Holiday Camp with eye trouble, doubtless caused by gazing too long at the brightly hued collection of QSL cards, now stored in the Ham Shack.

Among those received was a card from Mr. G. Marcuse, of Bosham, Sussex, who was busy on the air before most of our Hams were using the stuff for breathing purposes. Among others we are pleased to see G3EAI C.R.E.A. Nurthen, an old member of the Club to whom we extend our greetings. G3CRS. H.M.S. *Collingwood*, also made contact with G3BZU, making a welcome addition to our collection. May we, the users welcome the maintenance gang on the troubled air of Amateur Radio!

Among our correspondence we had a letter from Mr. K. J. Pegg, one-time Royal Navy and now a member of G3ERD Amateur Radio Society at Derby. He sent us a very interesting booklet concerning the affairs of his club. We are sending him a

copy of this issue and we hope that it will be of interest to him. We must remember to meet G3ERD on the air some time.

A newcomer to local Amateur Radio, is the Petersfield and District Radio Society, G3FRS, who are always happy to welcome members of G3BZU past and present to their meetings. Details may be had from G3BZU.

The Drafting Commander continues his sledgehammer blows and we are now reduced to three members; however, we aren't quite defunct and plans are being made to make a three-element rotating array for use on 28 Mc/s, to be operated from within the Ham Shack. The main idea is that, owing to the frailty of some of our members, notably the very old Ham, C.P.O. Tel. Brunskill, we dislike the idea of facing the wind and rain to train our array. We hope to raise some new contacts on this array so keep your ears lifting for G3BZU on this band.

We have also rigged a new array for the 14 Mc/s band and achieved good results with American and Canadian stations, although we have yet to raise our opposite numbers in the R.C.N.

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[EDITOR'S 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, and to grant us their indulgence if occasional errors are made.]

Name	Rank	Whence	Whither
A. E. ARGENT	W.C.O.	Mercury	Sirius
J. ADAMS	A/W.C.O.	Mercury	President for duty with Flag Officer Western Europe.
W. BATTY	Comm. Lt.	Mercury	Placed on retired list
Miss E. BATHER	Nursing Sister	R.N.H. Plymouth	Mercury
A. C. I. BURNHAM	C.C.O.	Mercury	Duke of York
R. BENNET	W.C.O.	Mercury	Theseus
R. F. BULLER	Lt.	Cossack	Mercury
J. L. BUCKERIDGE, M.B.E. ..	Lt. Cdr.	President	Sea Eagle
Miss J. L. P. BEVAN	2/O	Mercury	Stag
W.R.N.S.			
A. L. BECKETT	Comm. Lt.	Tamar	Placed on retired list
G. M. BENNETT, D.S.C. ..	Cdr.	St. Brides Bay	President addl.
R. W. D. BRAY	Lt.	Ganges	Promoted Lt. Cdr. & re-apptd.
H. F. T. BROWN	Chief Officer (S.W.S.)	President	Mercury
A. R. BARROW	Lt.	Mercury II	Promoted Lt. Cdr. & re-apptd.
P. J. COTTIE	W.C.O.	Theseus	Daedalus
G. CHESHIRE	W.C.O.	Vanguard	Pembroke
D. R. E. CALF, D.S.C. ..	Lt.	Boxer	Implacable
F. W. CHARRETT	W.C.O.	Mercury	Mauritius
R. F. COLVILLE, D.S.C. ..	Lt. Cdr.	St. Angelo	Royal Arthur
E. CAPLIN	Comm. Lt.	Osprey	Mercury
E. E. COLEGATE	W.C.O.	Maidstone	Pembroke
A. T. COURTNEY	Lt. Cdr.	President addl.	Royal Albert
P. H. DRAYCOTT	C.C.O.	Mercury	Diadem
L. G. DURLACHER, O.B.E., D.S.C.	Captain	President	Troubridge
P. DAVIE	Lt.	President	Terror
A. V. DRURY, M.B.E. ..	Comm. Lt.	Drake II	Placed on retired list
Miss E. D. DALE	Prob/3/O	Ceres	Mercury
W.R.N.S.			
J. H. ELLIS	C.C.O.	Ganges	Blujeacket
D. H. EVERETT, C.B.E., D.S.O.	Captain	Duke of York	Promoted Rear-Admiral to be F.O.G.T.
P. FARRELLY, D.S.M. ..	W.C.O.	Mercury	Terror
J. H. FORD	C.C.O.	Mercury	Rocke
G. F. FISHER	A/C.C.O.	Mercury	Invalided
D. A. K. FINLAY	Lt. Cdr.	Merlin	Glasgow
Miss N. B. H. FERGUSON ..	3/O	Mercury	President (duty outside Admiralty with C.C.G. Minden, Germany.)
W.R.N.S.			
J. O. FRASER, B.SC. ..	Inst. Lt.	Mercury	President
F. H. FOSTER	Lt. Cdr.	President	St. Angelo
P. W. W. GRAHAM, D.S.C. ..	Lt. Cdr.	* President	Duke of York
B. D. GALLIE, D.S.C. ..	Cdr.	Duke of York	President (Tactical School)
A. M. GWYNNE, L.D.S. ..	Ty. Sgn. Lt.	Mercury	To be released
(D)			



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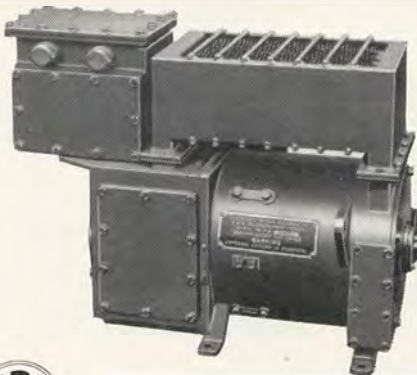
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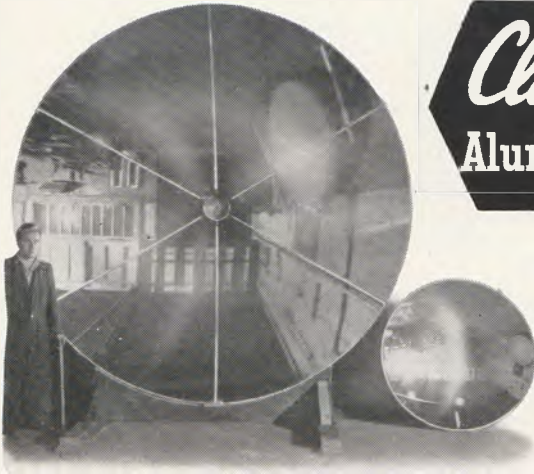


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B. G. GRINDELL	C.C.O.	Drake	Promoted Comm. Lt. & re-apprd.
H. J. HARRISON	C.C.O.	Mercury II	Promoted Comm. Lt. & re-apprd.
F. A. HAINES	Cdr. (S)	Mercury	President (A.P.L.)
N. W. HARRIS, D.S.M. ..	W.C.O.	Newcastle	Promoted Lt. & re-apptd. R.N.C. Greenwich.
W. A. HARDY	W.C.O.	Pembroke	St. Angelo
R. S. I. HAWKINS	Lt.	Mercury	Hornet
W. L. IRVING	Lt.	Euryalus	Promoted Lt. Cdr. & re-apptd.
J. C. T. INGLIS	Captain	Vernon	St. Angelo
G. R. JEFFERY	Tel. Lt. Cdr. (Ret'd)	—	Re-employed & apptd. Mercury
J. A. J. JOHNSON	A/C.C.O.	Mercury	St. Angelo
J. R. JAMIESON, D.S.C. ..	Lt.	Falcon	Promoted Lt. Cdr. & re-apptd.
A. KELLY	Comm. Lt.	Mercury	C.S.S., Fremington
KELBURN THE VISCOUNT, D.S.C.	Cdr.	President	Actaeon (in Command)
H. KITCHENS	Comm. Lt.	Australia	Placed on retired list
Mrs. B. KENT	2/O	Mercury (Ce)	Released
	W.R.N.S.		
A. KENNET	Cdr.	Sirius	President (C.C.O.)
J. K. LAUGHTON	Lt.	Mercury	Mauritius
J. W. LEADER	Comm. Lt.	Duke of York	Mercury
A. G. LEWIS	W.C.O.	Mercury	Newcastle
D. R. LEWIS	Lt.	Mercury	Triumph
J. C. G. MARTIN	Cdr.	Wren (in Command)	President
I. C. MACINTYRE	Lt. Cdr.	Newcastle	Pembroke (A.C.R.)
R. MUNNS	C.C.O.	Rooke	Maidstone
D. V. MORGAN, M.B.E. ..	Lt.	Tamar	Promoted Lt. Cdr.
D. C. MILLS	Lt. (S)	Mercury	Promoted Lt. Cdr. & re-apptd.
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G. D. NUTT, D.S.C.	Lt.	Harrier	Promoted Lt. Cdr. & re-apptd.
J. S. K. ORAM	Lt.	Mercury	Daedalus
A. C. O'RIORDAN, D.S.C. ..	Lt.	Chequers	Merlin (F.O.F.T.)
R. J. PITT, M.B.E.	Lt.	Sea Eagle	Devonshire
M. PHIPPS	Lt. Cdr.	Mercury	Placed on retired list
W. F. PATERSON	Lt.	Drake ¹	Promoted Lt. Cdr.
R. F. PHILLIMORE, M.B.E., D.S.C.	Cdr.	Saker	Mercury (Training Commander)
D. C. PELLY	Lt.	Devonshire	Solebay
A. PHILLIPS	Lt. Cdr.	Implacable	Mercury
C. PALK	Tel. Lt. Cdr. (Ret'd).	—	Re-employed & apptd. Mercury II
A. E. RYAN	A/C.C.O.	Mercury	Osprey
L. REYNOLDS	C.C.O.	Triumph	Drake II
H. H. RIDDLE	Lt.	Battleaxe	Promoted Lt. Cdr. & re-apptd.
W. A. J. STAMMERS	W.C.O.(Air)	Daedalus	Fulmar
C. D. SHEAD	W.C.O.	Diadem	Ganges
A. K. SCOTT-MONCRIEF, D.S.O.	Captain	President	Superb (in Command)
Miss I. J. SCOTT	2/O	Mercury	Gannet
	W.R.N.S.		
G. F. SHORT	W.C.O.	Drake II	Mercury
C. O. SADLER	C.C.O.	Mercury	Highflyer
A. V. SHELLEY, D.S.C. ..	Ty./A.C.C.O.	Pembroke	Placed on retired list



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J. B. A. TOWNSEND	Inst. Lt.	President	Mercury
L. I. TANN	Cd. Shipt.	Mercury	Hartland Point as Dockmaster
N. J. WAGSTAFF	Cdr.	Loch Tralaig	Pembroke (R.N.S.S. Cookham)
E. J. WEBBER	C.C.O.	Mercury	Afrikander
W. B. WILLETT, D.S.C. ..	Lt. Cdr.	Drake	Forth
G. C. WALLIS	W.C.O.	St. Angelo	Mercury
E. S. WICKS, M.B.E. ..	C.C.O.	Daedalus	Transferred to Elec. Branch & re-apptd.
G. B. H. WAKE-WALKER ..	Lt.	Loch Achanalt	Bellona
E. R. WATLING	Comm. Lt.	Pembroke	A.C.R.
H. S. M. WILKINS, M.B.E. ..	Comm. Lt.	President	Ceylon West W/T station (O.I.C.)
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