

THE COMMUNICATOR



VOL 17 • No. 6 WINTER 1965

COLLYER SMITH & CO., LTD.

INCORPORATED INSURANCE BROKERS · MORTGAGE BROKERS
(Members of Services Insurance Brokers' Association)

219 West Street, Fareham, Hants

Telephone No. 2211/2212/2213

THE COMPLETE INSURANCE AND MORTGAGE SERVICE CONSULT US FOR YOUR REQUIREMENTS

We specialise in Life Insurance and the arrangement of Private Dwelling House Mortgages either by Building Society Repayment or Endowment Assurance

We arrange and service all other forms of Insurance (Fire, Accident, Household, Motor, Etc.)

For SERVICE PERSONNEL all forms of Life Assurance arranged FREE of any extra premium whatsoever for cover of:

WAR RISKS : : WORLD-WIDE SERVICE
SUBMARINING : DIVING : FLYING ON
DUTY AS PASSENGERS IN SERVICE AIRCRAFT

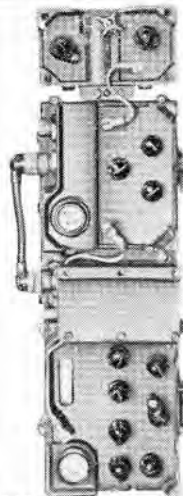
FACILITIES ARE AVAILABLE FOR THE ARRANGEMENT OF PRIVATE DWELLING HOUSE MORTGAGES ON "THE HOME LOAN" SCHEME AVAILABLE TO CHIEF PETTY OFFICERS, PETTY OFFICERS AND LEADING RATINGS

(All Mortgage advances are a subject to valuation of property and income status of the applicant)

*It costs only a postage stamp or a phone call to obtain our advice
Every enquiry receives the personal attention of one of our principals.*



- ★ BRITISH MINISTRY OF DEFENCE APPROVED TO DEF. 133 STANDARDS
- ★ ADOPTED BY NATO AND COMMONWEALTH ARMIES
- ★ THE SMALLEST, LIGHTEST, FULLY TRANSISTORISED ONE MAN H.F. TRANSMITTER/RECEIVER EQUIPMENT OF MORE THAN 20 WATTS OUTPUT IN PRODUCTION.



BCC 30

BRITAIN'S FIRST
ENTIRELY
TRANSISTORISED
HIGH POWER
LIGHTWEIGHT
HF PACKSET



BCC

A MEMBER OF THE CONTROLS
AND COMMUNICATIONS GROUP

BRITISH COMMUNICATIONS CORPORATION LTD.

SOUTH WAY, EXHIBITION GROUND, WEMBLEY, MIDDLESEX
Telephone: Wembley 1212. Telegrams: BEECEEE WEMBLEY

Better Deal with . . .

DAUFMAN

**TAILORS AND OUTFITTERS TO THE
ROYAL NAVY FOR OVER 50 YEARS**

H.M.S. "MERCURY" SHOP

(Manager: Mr. A. C. Waterman)

*At this Festive Time, we extend to all our friends
The Season's Greetings and Best Wishes for the Coming Year*

Our Crested Pattern Communication Branch Ties are again
available, **15s. 0d.** each, in Terylene.

**CIVILIAN TAILORING STYLED TO
YOUR INDIVIDUAL REQUIREMENTS**

**PROMPT AND PERSONAL ATTENTION
TO ALL ORDERS**

**SPECIALISTS IN
COMMISSIONED OFFICERS' OUTFITS**

Naval Allotment and other Credit facilities available

Head Office:

20 QUEEN ST., PORTSMOUTH

Telephone: PORTSMOUTH 22830

Members of the Interport Naval Traders Association

THE COMMUNICATOR

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

WINTER 1965

VOL. 17, No. 6

CONTENTS

	<i>page</i>		<i>page</i>
EDITORIAL	329	LETTER TO THE EDITOR	342
THE ROYAL NAVY IN 2015	329	EXPEDITION TO MOUNT KILIMANJARO ...	343
SIGNAL DIVISION NEWS	331	NEWS FROM THE RESERVES	345
PRESENTATION TO THE EARL MOUNTBATTEN	332	COMMUNICATOR PRIZE CROSSWORD ...	346
AMERICAN SKYDIVING SCHOOL	334	WRNS NEWS	347
ADVANCEMENT NOTES	337	COMMISSIONING FORECAST	348
HALF YEARLY EXTRACT FROM ADVANCE- MENT ROSTERS	338	SHIP-SHORE NEWS	349
FORTHCOMING COURSES AT HMS "MERCURY"	339	RN AMATEUR RADIO SOCIETY	379
ROYAL REFLECTIONS	340	GOING THE ROUNDS IN "MERCURY" ...	381
EX-RN TELEGRAPHISTS 1918 ASSOCIA- TION	340	COMMUNICATIONS GAZETTE	384
		DRAFTING	387

Editors:

Lieutenant P. H. DeMERINDOL, RN
Sub Lieutenant C. H. SANDERS (SD) (C) RN
Sub Lieutenant D. J. FORSEY, (SD) (C) RN
Sub Lieutenant W. J. BURLING (SD) (C) RN

Treasurer:

Publicity

Business, Production and Advertisement Manager:

Far East Station Representative Publicity and Information

Mr. EDGAR SERCOMBE, 44 Abbots Ride, Farnham, Surrey

Lieutenant Commander A. V. SALTER (SD) (C) RN

CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the Editor at HMS *Mercury* as below. These will be returned to the sender only if asked for and responsibility for them cannot be accepted by the Editor. Contributions for the Spring 1966 edition must be in the Editor's hands by 1st March, bulk orders by 10th March.

Subscription Rates are as follows:

For the whole year 7/6 post free For each issue 3/- post free

BULK ORDERS (2 copies or more) from commands, ships or establishments,
2/6 per copy, post free.

The Magazine is published at Spring, Summer and Winter.

Orders are normally posted during the 1st week of April, August and December.

* * *

Cheques and/or Postal Orders should be made payable and sent to:

The Editor, THE COMMUNICATOR, HMS "MERCURY", East Meon, near Petersfield, Hampshire

PUBLISHED AT HMS "MERCURY"

FOR YOUR CHRISTMAS STOCKING!!



Julie Christie

Warner-Pathe

EDITORIAL

In these last four editions which I have been responsible for producing, the aim has been to ensure the satisfaction of particular interests without detracting from the general appeal of the magazine. To this end old ideas have been revived and new ones introduced including Ratings' Drafting, Course Dates, Advancement Rosters and a detailed Commissioning Forecast.

Assistance given with the distribution of the magazine by the Dockyard Signal Offices at Chatham, Devonport and Portsmouth is gratefully

acknowledged as it speeds delivery to ships, particularly those arriving from abroad.

Our Far East Station publicity is now dealt with by Lieut.-Commander A. V. Salter, O i/c RN W/T Station, Kranji. The increased support received as a result is evident in this edition.

Ships and establishments concluded their articles with good wishes to all for Christmas and the New Year.

C. H. SANDERS, Sub. Lieut. (SD) (C)

THE ROYAL NAVY IN 2015

by D.A.

"Satconcen Lima, this is Delta Alfa—Set Orbit 25 on Laser Channel 4". The place—onboard Aerosub callsign Delta Alfa; the year—2015; the occasion—preparing to despatch some recorded documents from mid-Atlantic to the U.K. by Satellite controlled missile.

A requirement exists for the progress report on the Royal Navy to be reviewed over a period of the last fifty years. Therefore, to meet this demand and to remind present-day members of the Service, the theme of the document is to relate the major achievements during this period.

During the decade 1970-80, the Ministry of Defence, making full use of a "functional costing" computer, decided to scrap all remaining Aircraft Carriers; their effectiveness was nullified by the advanced techniques of Infra-Red photography and Laser Beam detection. No longer could ships of that size disappear over the horizon; they would always be under constant surveillance by the network of "spy satellites", each one covering a section of the oceans and having its pictures automatically relayed back to the Misconcen (Missile Control Centre) where it would be fed into a computer which would in turn feed the information to the guidance system of the missile in order to strike the target.

Whilst a computer can never replace the logical thinking process and final decision of man, it certainly narrows the range of factors over which the experts need to exercise their judgment, and from this system, together with "cost effectiveness comparison"—the aircraft carrier was replaced by the Aerosub (Aircraft/Submersible) as the Capital Ship of the Royal Navy. This craft, working on the cushioned air principle for undersea propulsion and jets for airborne use, was developed from the Sealab diving machine, perfected between 1965-70 for the study of marine life on the seabed.

During the 1980's the techniques of micro-electronics became so advanced that it was possible to alter the whole concept of ship/submersible construction. The power units to provide propulsion

could be built so small that more space became available for fitting complex computers, Laser beam generators, Infra-Red equipment and Satellite Control systems. This decade also saw the maximum use being made of the seabeds. Fish farming, chemical extraction, undersea mining, oiling and tidal power gave rise to a phenomenal change in methods of power production (industrial and military), standards of living and economic stability throughout the world. As an island we were able to divert tidal surges for power production, heat huge areas of the Atlantic and North Sea to attract fish, obtain oil and chemicals from the seabed and establish permanent undersea missile sites to supplement the mobile weapon platforms based on the Polaris system. Indeed, it was the exploration of the seabed that was responsible for making Atomic energy obsolete during the latter half of the 1990's, because the discovery of minute shells on the seabed led to the production of "Life-cells". These are basically tiny eels which give off energy to the order of micro watts, which, when used in a micro-electronic amplifier network, can produce outputs of millions of watts. The construction of vessels was simplified by the use of Fibralum, a cross between fibreglass and aluminium, which resolved the weight problem of flight and under-the-sea operation.

International agreement was reached in 1985 to allocate seabed regions and space layers for satellite

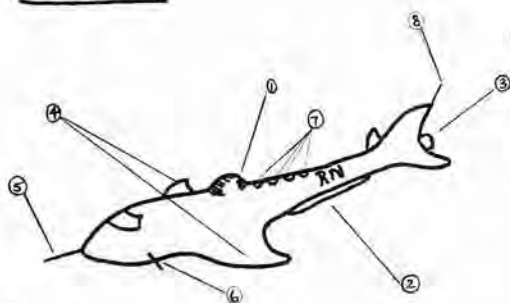


operating. It therefore became the Royal Navy's role to protect our seabed mining areas. This led to the development of permanent seabed stations for both military and commercial use.

The Royal Navy also developed the Satellite Navigational system, whereby each ship or submersible could fix its position on certain fixed orbit satellites. In addition, the means of communication were greatly enhanced by the use of multi-channelling with Laser beam circuits. Major aerosubs (those with a satellite launching capability) are now placed strategically around the oceans of the world and smaller units of the Royal Navy are allocated 'common satellites' as their communication link. These satellites can handle thousands of channels simultaneously in any known form of intelligence, pictures, voice, high speed data, etc. In fact, with

THE CAPITAL CRAFT - 2015

The aerosub



Legend

1. Radome (combined Satellite tracking Control antenna and sonar).
2. Power Pad (Air cushion for either vertical or forward thrust).
3. Rocket Propulsion for Flight.
4. Stabilisers for undersea travel or wings for flight (retractable).
5. Cosmopod—for harnessing and re-directing cosmic radiation.
6. Chemical detector for seabed mining.
7. Missile Launchers.
8. Missile Guidance antenna.

this system, newspapers for example are almost obsolete, for a particular item of news can be dialled in accordance with the digital code for that particular news agency, and the newsprint is displayed automatically anywhere in the world, the pages being turned as required. Similarly, the need for high-speed travel is reduced, since Top Secret conferences can be conducted with the use of the Television display telephone and with satellite surveillance producing the entire picture simultaneously to each command, high level decisions can be made without any necessity for personal contact.

Great advances were made during the period 1990-2000 to develop the sophisticated weapon systems that we now accept as commonplace. Among these were the underwater homing missile which is guided to its target by riding along the bearing obtained by high-powered Sonar, the Moonlink communications system to back up the satellite relay system—where Misconpens have been established; Mobile missile launchers operating either submerged or in the air; and finally the harnessing of Cosmic radiation, which at present has only a military function. That is, to render harmless any enemy surveillance satellites.

The Royal Navy has been the primary defence arm of the Commonwealth since 1975, when conventional aircraft and airfields for military purposes were at last realised to be obsolete. It was at this time that the Royal Navy was expanded and took in all the ground staff, aircrew, maintenance staff and technicians of what used to be the Royal Air Force. The Senior Service was in fact given the supreme task of controlling all mobile weapon platforms, the disposition of our undersea fleet, the transportation of our Armies and responsibility for patrolling our undersea mining and oiling areas, in addition to our normal police work on the surface.

The Staff requirement in 1975 for "absolute reliability" was easily met with the micro-electronic techniques, which gave reliability in methods of propulsion (under, on and above the sea), in communications and weapon systems. The use of the light alloy "Fibralum" for construction allowed more space for living accommodation. Since few maintenance staff were required onboard and the equipment was so compact, albeit complex, very little room was taken up by machinery.

Before I despatch this document via my satellite controlled missile, let us not forget that we have changed very little during the past fifty years. The human mind must still make the final decision, must still provide thought and idea, based upon which the machine will provide the answer. Men must still make use of the machine; the machine must never use the man.



SIGNAL DIVISION NEWS

THE STATE OF OUR BRANCH

by Commander R. D. Franklin, RN

I thought it might be interesting for you if, after a couple of years as Training Commander, during which the new branch structure has been introduced, I set down some facts and opinions about how we're getting on.

It's easy, with the benefit of hindsight, to think of things that might have been done better, but to get the whole picture into focus, one decision must be known. Snags in the new system and practical difficulties in its introduction led to a series of meetings in '64. They resulted in this decision: whatever mistakes there may be in this structure, it would be an even greater mistake to alter things again. So it's the task of all of us loyally to make the system work, so long as it is in force.

Taking the picture from the bottom up, the first cause for concern was the need to teach the New Entries many more subjects. There is no doubt that we tried at the beginning to cram far too much into their 28 week course: gradually the unnecessary detail has been cast away, and now I think we have it right. The practical subjects are taught to saturation level—more per day they cannot take!—and the increase in WITEX has shown great benefit. There is, and always has been (old men look back in honesty!), a big fall in standard when shifting from luxurious Leydene to life afloat. Where this has been expected and understood, results have been very encouraging: otherwise, not so: the lesson is obvious.

The first job afloat is where we all learn most if given the chance. And it all depends on the senior rates. In spite of difficulties involved in giving training in (T), (G) and (W), and particularly the temptation to hang on to a man when he's just becoming really useful, I believe that by and large our senior rates are most loyally and selflessly making a success of this task. Every man who returns to Leydene after his first spell at sea is carefully debriefed, so the overall picture we get in Leydene is pretty clear. Some ships without (W) rates can give scarcely any EW experience, but this has been accepted while we're short in that branch.

The exam for the 2nd class rate has recently been much simplified. The idea is to establish a man's competence as an operator: as long as we maintain high all round practical operating standards (and we're well ahead of the Army and RAF at present), this simpler but not necessarily easier exam should suffice.

Next, sub-specialisation: the proportions needed over the next couple of years are as follows:

	T	G	W
1966/67	10%	48%	42%
1967/68	14%	53%	33%

Thereafter these figures will fluctuate so as to achieve the required number in each sub-specialisation, but it is to be hoped that roughly the right proportions of volunteers will continue to come forward. Incidentally, if men who were not particularly fussed about what they want to do would say so, it would help CND. These figures take count of many factors, not least of them the aim of equal advancement prospects in each sub-specialisation.

The course itself for sub-specialisation is difficult to level since all—the clever, the average, and the not so good—have to take it, and sea experience is very varied. However the standards are now set, and if the men start the course with a sense of purpose—for instance, if (T) they realise they are (T) for ever, and are in the line for Yeoman—these standards can be reached.

And now the Leading Rate: over 1,200 old structure men were too young to catch the old course for the Leading Rate, so the special Fleet Board preparation courses were started for their benefit. Roughly 450 men have so far taken these courses with consequent general success at Fleet Boards, and it is hoped that we'll have the training capacity to continue this process. Meanwhile new structure men are beginning to appear before Fleet Boards with quite good results, specially if taken shortly after the sub-specialisation course.

Selection and courses for the Petty Officer rate continue on well proven lines and I personally believe we are very fortunate as a Branch in being able to achieve such a high standard. We had hoped by now that men would be allowed to postpone



**PRESENTATION TO ADMIRAL OF THE FLEET,
THE EARL MOUNTBATTEN OF BURMA,
KG, PC, GCB, GSCI, GCVO, OM, DSO, LLD, DCL, DSC.**

The Model Mast shown below was presented to Admiral Mountbatten at the Signal Officers' re-union held at HMS *Mercury* on 30th July, 1965. Contributions from Retired and Serving Signal Officers provided the model, which was presented by Captain D. V. Morgan, Captain of the Signal School on behalf of all the Naval Signal Officers in appreciation of Admiral Mountbatten's long and distinguished service.

While not identical, this model is based on the general construction of HMS *St. Vincent's* mast, scale 1 in 96. All the metal work except the chain rail is of stainless steel. The halyards are in terylene while the flags are of etched copper, hand painted. The decking, which is in Burma teak, is planked and is mounted on original oak from HMS *Victory*. The mast mounting cover plate underneath the base is a replica of HMS *Victory's* rum barrel. The bottom plinth is in Honduras mahogany.

SIGNALS FLYING

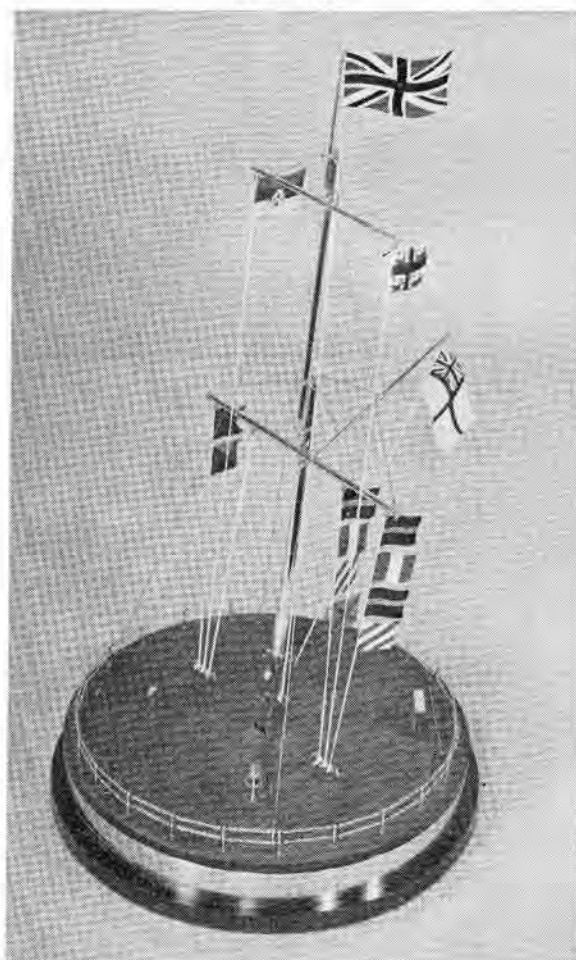
Union Flag

The Flag of the Chief
of the Defence Staff.

The Flag of Elder Brother
of Trinity House.

BZ Well Done.

1916—1965



The following is an extract from Admiral Mountbatten's letter of appreciation to the Captain of the Signal School.

Broadlands, Romsey, Hampshire.

"Of course, what was the high spot for me was this wonderful presentation which you had organised and which has given me by far the biggest thrill of all the things that have been done for me since I left the Ministry of Defence. I really am deeply grateful to you and all concerned and I hope you will pass on my sincere thanks".

Once more, all my most heartfelt thanks

Yours ever,

MOUNTBATTEN OF BURMA.

signing on for further service until successful completion of their course, but we're still waiting for approval for this.

Qualification for the Instructor rate goes well, and in the very near future it is hoped that we shall achieve a separate drafting roster for I's: hastily it must be added that ship/shore/home/abroad ratios will not be altered!

To wind up these remarks about advancement, I wonder how many of us realise that at least 17 out of every 100 men who qualify for the Petty Officer's rate will become officers.

Much else has happened in the last two years. The tasks of the Signal Training Centres have been reviewed (recent D.C.I.), the whole question of RNR training overhauled (training below Petty Officer rate is now done at STC Devonport), and overall standards have changed, notably worse for the better. Our whole approach to pre-draft training has shifted: since each job is so different, a short course in preparation for it is needed: these courses have started in *Mercury*, but not all junior rates get them at present owing to shortages. Much more attention is being paid to joint work and our liaison with the Army School of Signals at Catterick is very strong. A study has started to find out if we should do some maintenance on our equipment. One could go on and on. But I should like to end by saying that throughout this turbulent time the spirit and ability in our Branch has never seemed so high, we're handling more traffic per man than ever before, our equipment is getting better, and yet there is no complacency. What more could the Service ask of the communicator?

EXERCISE "MERCURY" 65

The Royal Corps of Signals acted host at Catterick for Exercise "Mercury" which was held during the first week of July.

The aim of this exercise, the first of its kind, was to study joint communications problems in a limited war setting, using equipment and resources known to be available today. In fact it considered the very real and pressing problems of the present day.

Participation and attendance was well and truly 'joint'. The conference directors were Captain D. V. Morgan, M.B.E., R.N. (Chairman), Wing Commander H. M. Carson, R.A.F., and Brigadier T. R. Warburgh, C.B.E. The executive committee was likewise a joint affair and the actual task of staging the various presentations was equally divided among the Services. The exercise was attended by some hundred Signal Officers drawn from all three Services.

Each Service was able to see its own communication problems in relation to those of the other Services, and a joint consideration of these problems against a common setting taught many useful lessons. Possible and practical solutions to the main problems were agreed and the best agency to take effective action decided upon.

The last day of the exercise was particularly notable for the presence of the Assistant Chief of the Defence Staff (Signals), Rear Admiral E. B. Ashmore, D.S.C. In his closing address the Admiral said that it was clear that much had to be done in the matter of joint communications, and that there was a danger of trying to do everything at once instead of deciding on an order of priority.



"They say it's for their oppo under stoppage!"

QUESTIONS AND ANSWERS

Q. If we are all supposed to sub specialise, how can we all expect to obtain a course when at the moment only one or two courses seem to run concurrently?

A. During 1966, 19 (G), 8 (T) and 15 (W) sub specialisation courses are planned to run in *Mercury*, each accommodating fourteen candidates. STC Kranji will run a programme of its own. These courses can now be taken in two parts.

Q. What is the meaning of the Signal Group on the Communication Branch Badge (surely the old codgers in "F" section can answer this)?

A. By someone who was there:

The group is Equal Speed Charlie London, used by Jellicoe at Jutland. It was a magnetic redeployment signal, meaning—Column nearest the bearing indicated turn to that bearing in succession. Remaining columns alter course in succession and form astern.

Q. In a recent COMMUNICATOR I see that a number of married accompanied billets now seem to be available in the West Indies. What other extra billets are available?

A. DCI 492/64 contains details of L.F.S. billets. Of course there have been many changes since this time and it is understood from CND that a list of L.F.S. billets for publication by D.C.I is already in hand.

Q. Why is the Long Service and Good Conduct medal called the Pee-Do medal?

A. In days gone by, Pee Do was the thick appetising soup available on special occasions and was considered something of a luxury. In those days men had to draw their tots in the same soup bowls. Eventually men were allowed to be Temperance, hence we had those with Pee Do in their soup bowls and those with their rum.

AMERICAN SKYDIVING SCHOOL

by LRO J. A. Wilkinson
20 CDO BTY R.A. Singapore

We were both volunteers but it didn't make us feel any better. The jump master had given the one minute warning signal to jump. We were flying in towards the target at 5,400 ft. for our first free fall descent. There was to be a 12 second delay before opening our parachutes. Although we were both parachute trained for static line jumping and serving with 20 Commando (AO) Battery R.A., this was totally different.

After many attempts at finding an address to write to for a free fall para course, Lt. Col. James D. Jordan, the U.S. Consulate in Hong Kong, made the necessary contacts for us to attend the course at the High Altitude Low Opening (HALO) school in Okinawa, run by Capt. R. Lunday, 1st Special Forces Group U.S. Army. Three members of 20 Commando Battery, Bdr. Kyte R.A., Cpl. Higginson R.A.P.C. and myself, were accepted for a course starting on 7th June 1965. The Americans transported us to Okinawa.

Our first week was spent settling in and becoming acquainted with our U.S. Army Instructors. Capt. Lunday and Sgt. Brown N.C.O. i/c were both former members of the U.S. Army sky diving team, so we were in very good hands (we hoped). Chief Rigger Larry Montano, who was to be a great help to me later in the course, three other Sgts. and four riggers made up the full HALO team.

The first part of the morning was usually taken up by P.T. The exercises done were to tone up muscles not normally used, to try and eliminate pulled muscles when the shock of the parachute opening came. During the first three days we attended a physiological training school to become acquainted with the use of oxygen, pass through the pressure chamber, and ride an ejector seat. On the third morning a 50 question exam was sat by all HALO students who included four American paratroopers from Japan. After the exam we all passed through the chamber. A simulated flight to 45,000 ft. was taken. Once this height was attained, the pressure was increased to simulate a height of 25,000 ft. at the rate of a man descending in free fall. Everyone was still with us so we proceeded down to 18,000 ft. At this height the class removed their oxygen masks and experienced hypoxia (lack of oxygen) in order to be able to recognise its symptoms. The morning was nearly over and only the ejector seat ride remained. This seat was fired up a ramp. The student sustained a force of approximately 8G. It turned out to be a lot more fun than anticipated. Once all this had been accomplished, a card was issued, valid for two years, stating we were allowed to fly as passengers in military jet aircraft.

We now got down to lectures and techniques on free fall. The parachutes we were to use were called

"Tojo's". They had 39.5 sq. ft. cut out of the canopy to enable them to be steered. They were also equipped with automatic opening devices. These opened the parachute at approximately 3,800 ft. if the jumper failed to pull his ripcord. These timers were pretty reliable, but like most mechanical devices not fool-proof and we had a couple of malfunctions.

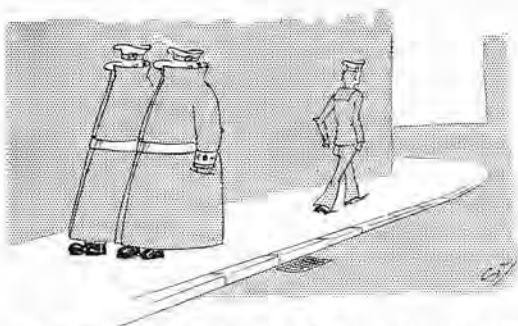
At this stage, for those who have no knowledge of parachuting, I would like to explain the difference between static line jumping, which is what we are all trained in at 20 Battery, and free fall jumping. Static line jumps are carried out with the parachute attached by a line (static) to a point in the aircraft and the canopy deploys as the jumper falls away from the aircraft. In free fall, the jumper is not attached to the aircraft in any way, and has manually to deploy his own parachute at the required height by use of a ripcord.

Nine jumps from 3,000 ft. were scheduled from helicopters; these were to be falls of 1,000 ft. lasting approximately 10 seconds to enable the instructor to see if we were ready for longer delays. Unfortunately all jumping on Okinawa was cancelled for an indefinite period as a young girl was killed when a Landrover being dropped by parachute landed in a village. The only other drop zone was a small island 20 miles from Okinawa called Ie Shima which was to be our DZ for weekends only.

On Saturday 26th we were up at 0400 hours and proceeded to Naha airbase to board a C130 aircraft. On landing at Ie Shima it was found that the winds were too high but at least we had a good look at our future landing area. The island consisted mostly of sugar cane fields but had three large runways, two of which were disused but still hard on anyone being dragged down them. The other hazards were houses and telephone wires.

It was most unfortunate that Bdr. Kyte had to leave on Thursday 1st July, after doing all the ground training without being able to jump.

On Saturday 3rd it certainly looked as though we were about to go. Cpl. Higginson and I looked at each other and tried to smile. Sgt. Brown was kneeling on the open ramp, giving the pilot directions. The



"One more crack about Daleks and someone will really be in trouble"

command "go" was given. I activated my timer and stop watch as I was running towards the open tail; on the tail gate I pivoted and arched hard, throwing my arms out into a cross. The aircraft looked as though it had been pulled up on elastic. I was in a slow spin to the left but in the 12 seconds of falling I wasn't worried about trying to correct it. My eyes were glued to the altimeter which looked as large as Big Ben. At 4,000 ft. I brought my left hand in, grasped the ripcord and pulled, throwing my arms out wide again as I had been taught. The first thing I noticed was a canopy blossoming directly below me. When I collided with this canopy I received the opening shock as my parachute fully deployed. Pushing my goggles up, I had a quick look at my canopy to make sure it was OK. It was. Then I heard someone shouting my name. Looking behind me, I saw Cpl. Higginson about 100 ft. above me. As well as the bona fide modification, there was a complete panel torn from his chute and the bottom lateral band (hem) was snapped. It was his canopy I had hit. Although Cpl. Higginson hadn't jumped recently, he kept a cool head. Assessing his rate of descent by me, he decided not to activate his reserve chute and eventually landed 5 seconds before my own cushioned landing in a sugar cane field. This was to be the only jump made that day. The only reason Sgt. Brown gave a "go" was to boost morale after so many disappointments, as the wind was marginal.

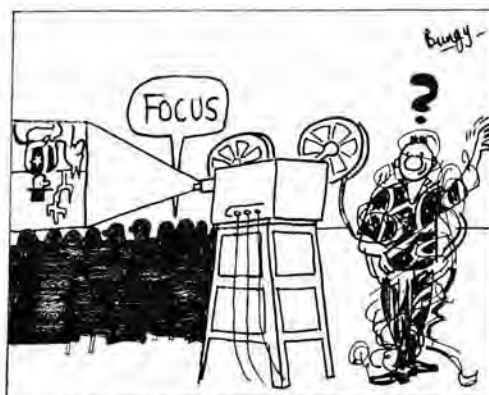
The next morning we were again put out at 5,400 ft. Upon landing, we gathered our chutes and quickly made for the runway. As soon as the aircraft landed we jumped aboard, slipped into another rig and waited for the 8,500 ft. mark to appear on our altimeters. This was to be a 30 second delay and upon becoming stable, that is falling face to earth and in control, I brought my arms back 30 degrees from my side and brought my feet together; this position is known as a "Delta". I decided to remain in this position and let the automatic opener catch me. In this position a speed of 200 m.p.h. can be reached and when my chute opened it felt as though I was being squeezed through the harness. It was the last time I would make the mistake of opening in anything but the correct position. On every jump you learn something. The next jump that day was to be from the same height. It also was to be Cpl. Higginson's last jump on the course, one of the reasons being the need for his presence in the Battery. The winds were getting up and were now gusting to 18 m.p.h. At 200 ft. I turned my canopy so that I was facing into the wind. This had been drummed into us during lectures. I saw two instructors land near the target, and then looked over my shoulder for my landing spot. A small house with two women drinking tea on the porch was directly in line; they were completely unaware of the fact that another person might be dropping in. I landed 25 yards short and was immediately dragged across their cabbage patch. The people on the island seemed to enjoy this as much as we did and help was always available to

roll up the parachute. Cpl Higginson fared not so well as myself. Upon landing, he was dragged across a rocky surface and, on trying to collapse his chute, his right elbow went through the glass on his altimeter which is attached to the top of the reserve. As he got his main chute under control the handle on his reserve caught on an obstruction and he was once again dragged along as his reserve billowed out. This was the last jump of the day and on returning to Naha airbase Cpl. Higginson proceeded to hospital to have five stitches in his elbow. It just wasn't his day. On Tuesday 6th Cpl. Higginson, departed for Hong Kong.

The next jumps were scheduled for the weekend of 17th and 18th July. During this quiet period I bought my own parachute, reserve and instruments, and set about learning how to pack both chutes.

All was not work and no play and ample opportunity came my way to sample the American Service clubs which are numerous on Okinawa, great hospitality being shown me by my American hosts.

Saturday 17th was the best day on the course for weather. The wind was 6 m.p.h. and a clear sky greeted us as the aircraft climbed to 12,500 ft. for the first jump of the weekend. As I fell away, Sgt. Brown executed a perfect back loop from the tail gate. This gave me inspiration for trying one myself; it didn't turn out as it should but I now had the confidence to try different manoeuvres while falling. The second jump that day was to be with Montano. We were to hold each other's harness and try to stabilise while falling together. For the first 10 seconds I kept falling under my instructor, but we soon adjusted our body positions so that we were at last falling face down and in control. At 7,000 ft., as previously arranged, we parted. This jump was made with the parachute I had bought and having no timer, I was able to fall to 3,000 ft. before pulling. This I preferred.



Next morning again the weather was perfect and Capt. Lunday was hoping to get three jumps in for us. He was unable to jump with us because of a broken arm. While the aircraft was climbing, Capt. Lunday arranged for three instructors and myself to make the first jump holding each other's harness. The first 3,000 ft. was a flurry of arms and legs. At last we were stable but only for 10 seconds. Montano, upon trying to join hands with me and complete a circle, upset the balance and we fell out of control until we parted at 6,000 ft. It was still good experience and I really enjoyed it. The jump was marred by one of the instructors breaking his arm on landing.

From 12,500 ft. we had a 60 second delay which gave time for trying out different positions. On what was to be my last jump on course, due to my time having run out, it was decided that Montano and myself should once again jump in harness. This time we were going to attempt to perform a back loop together. In a short time we were falling stable;

we looked at each other and nodded. Placing my arm out in front of me, throwing my head back and bringing my knees up to my reserve, Montano doing the same, we executed a back loop. As we were coming out of it we both flared out and remained stable. I felt great and Montano later told me I had a grin on my face from ear to ear. On parting at 6,000 ft. I followed my partner down until opening.

That evening the instructors, riggers and their wives gave me a great going away party at which I was presented with a signed log book and plaque.

The next morning I left Okinawa. It had been a great course and well worth the time spent waiting to jump during bad weather. All these set backs disappeared once jumping started. The hospitality was first-class and we were always made welcome wherever we went. I hope to once again be jumping with all the friends in Okinawa if I can take my leave there.

FRENCH DRESSING



Marisa Mell

Warner-Pathe

SUMMER EDITION COMPETITIONS

Crossword Solution

Across: 1, Belladonna, 9, Hero, 10, Assessment, 11, Eddies, 12, Swaying, 15, Sprawls, 16, Ergot, 17, Back, 18, Trio, 19, Scrag, 21, Testate, 22, Raughty, 24, Tureen, 27, Temptation, 28, Tusk, 29, Daily Bread. *Down:* 2, Else, 3, Leeway, 4, Destine, 5, Need, 6, Attempt, 7, Kenilworth, 8, Consistory, 12, Substitute, 13, Ancestress, 14, Grace, 15, Solar, 19, Stunted, 20, Gauntry, 23, Garter, 25, Impi, 26, Soma.

Winner: 3/O A. V. Bird, W.R.N.R., 34 Berkeley Square, Havant, Hants.

Runner-up: Lieut. D. C. Mitchell, R.N.A.S., Lossiemouth.

One mistake only: Mr. T. W. J. Homewood, GM3BGW, 32 Sandylands Road, Cupar, Fife (26 down). Lieut (CS) R. G. Winning, R.N. Careers H.Q., Birmingham (28 across).

3/O Bird receives TWO years free subscription to THE COMMUNICATOR.

THE ROYAL NAVY IN 2015

Prizewinning entry by CRS D. Alderson, H.M.S. Fife. Prize £2.

Runner-up: Jack Philip-Nichols, G3TUV, The Old Ship, Halford Road, Ickenham, Middlesex.

PHOTO COMPETITION

By H.M.S. Hampshire with their entry "Spot the Communicator". Prize One Guinea.



ADVANCEMENT NOTES

by Sub. Lieut. C. H. Sanders (SD) (C)

The revised Communication Training Manual (BR1792) has now been printed. This Manual, together with two D.C.I.'s and an "S" Order is intended to clear the air and enable all previous A.F.O.'s, D.C.I.'s and "S" Orders dealing with ratings' advancement and employment to be cancelled. One exception to this is the D.C.I. promulgating the revised RO2's examination. This will be incorporated in change No. 1 to the Manual.

Some isolated queries which are not covered by the Manual may well arise in respect of old structure ratings. This is unavoidable if the Manual is to be forward looking. Any queries can be forwarded through the usual channels to the Captain of the Signal School.

Difficulties often arise due to the incomplete Service Papers forwarded on behalf of many Junior Ratings joining the Signal School or Training Centres. Many RO3's state that they have been recommended months previously, hence once passed for RO2 and if qualified by service they would receive a certain amount of back pay. Often the S1246 show no such recommendation. Subsequent investigation reveals either what the RO3 says to be fact or at the other extreme the last ship-establishment remembers nothing about any such recommendation. Any recommendation, be it first or subsequent, should be entered always on page 1 of the S1246. Any seniority earned at sea should be shown at least in the S264.

To help himself, an RO3 should normally formally request a recommendation for RO2, waiting a minimum of 1 month after any failure.

Revised RO2's Examination

Opinion was sought from many Signal Officers and Senior Communication Ratings both at home and abroad during the period when the RO2's examination was under review. The examination considered the best compromise includes Flashing, Morse, Teletyping, E.W., Voice, Technical, Cryptography and General Knowledge. Four subjects were dropped completely and four others combined in one General Knowledge oral examination. The Communication Training Manual states that once passed for RO2 and selected by CND for a particular sub specialisation, a rating may be employed thereafter continuously on duties appropriate to that sub specialisation. Obviously if the majority of RO3's RO2's on a ship opt for the same specialisation they will be employed to suit the requirements of the ship when necessary. Do remember that Voice, A.T., Typing, Message Handling and Cryptography are completely common subjects.

Those selected (G) must work their morse reception up to 25 wpm.

Obviously the increase in Morse reception speeds from 18 to 22 wpm is a very real problem for many of the 18 wpm trained JRO/RO3.

Practical refresher training providing concentrated Morse, Flashing and Teletyping is run continuously in HMS Mercury. Places are always provided on this course for any ratings who can be spared from their ships.

The STC's have their own organisations designed to help JRO/RO3's improve their practical abilities.

ADVANCEMENT

HALF-YEARLY EXTRACTS FROM ADVANCEMENT ROSTERS

At 1st October, 1965

1. The following extracts from Advancement rosters, revised with effect from 1st September 1965 to include recommendations made on 31st May, 1965, are promulgated to give men who have been recommended an indication of the present state of their roster and a chance to gauge their approximate position on it. Minimum numbers who may expect advancement during the ensuing six months have also been shown.
2. Ratings should realise, however, that it is not possible to draw accurate conclusions about advancement prospects from the figures given. The essence of roster advancement consists in filling vacancies as they occur and the number of vacancies fluctuates due to variations in requirements, releases, invalidings, disratings, etc. In the absence of detailed knowledge of all the factors, ratings are advised to read no more into these extracts than intended.
3. Ratings lacking the necessary V.G. conduct qualifications have been included in the extracts.
4. These rosters remain in force until 28th February, 1966 being unaffected by recommendations made on 30th November, 1965. Such recommendations will be embodied in the roster when it is again revised with effect from 1st March, 1966.
5. Figures in brackets indicate the number not yet educationally qualified.

Advancement to				No. now on Roster	Position on Roster	Points	B13's issued to six months ended 30.9.65	Trickle Rate 1.10.65 to 1.1.66 to 31.12.65 31.3.66
CCY	...	...	...	124	1—5 6—34 35—64 65—91 92—124	147—146 145—122 118—90 87—32 61—41	5	2
CY	...	...	...	49	1—9 10—22 23—34 35—49	63—61 60—51 50—41 40—23	17	4
LRO(T)	...	...	...	115	1—12	53—30	50	6
Top man medically unfit.				(18)	13—32	29—26		7
2nd Man lacks V.G. conduct.					33—59 60—86 87—115	25—20 19—14 13—4		
CRS	...	...	...	182	1—7 8—27 28—77 78—123 124—182	162—160 159—150 149—114 112—71 70—41	5	3
RS	...	...	...	54	1—9 10—22 23—37 38—54	64—58 57—51 50—44 42—15	25	53
LRO(G)	...	...	...	169	1	40	85	10
Top man lacks V.G. conduct.				(13)	2—20 21—50 51—88 89—131 132—169	36—32 31—26 25—20 19—16 15—5		9
CRS(W)	...	...	...	1	1	44	3	—
RS(W)	...	...	...	Dry	—	—	8	—
LRO(W)	...	...	...	30	1—2	19	34	2
				(5)	3—10 11—18 19—30	18—17 16—14 10—3		2

FORTHCOMING COURSES AT HMS "MERCURY"

Readers are reminded that for a variety of reasons some of the courses shown below maybe cancelled or others added and dates may well change. The forecast is correct at the time of going to press.—EDITOR.

Course		Commence	Complete
CY	... .. No. 1	3rd January	25th March
FBPC(T)(G)(W)	... .. —	3rd January	28th January
JRO/RO3 Refresher	... .. JC	3rd January	7th January
WRNS Advancement	... .. No. 1	10th January	18th February
RO2 Exam	... .. JCX	10th January	11th January
RS	... .. No. 1	17th January	17th June
RS(W)	... .. No. 1	17th January	17th June
JRO/RO3 Refresher	... .. JC	17th January	21st January
RO2 Exam	... .. JCX	24th January	25th January
FBPC (G Only)	... .. No. 2	7th February	4th March
JRO/RO3 Refresher	... .. JC	7th February	11th February
RO2 Exam	... .. JCX	14th February	15th February
Fleetboard (T)(G)(W)	... .. —	15th February	15th February
JRO/RO3 Refresher	... .. JC	21st February	25th February
WRNS Advancement	... .. No. 2	28th February	8th April
RO2's Exam	... .. JCX	28th February	1st March
RCI	... .. No. 1	7th March	16th September
JRO/RO3 Refresher	... .. JC	7th March	11th March
FBPC (T)(G)(W)	... .. —	14th March	8th April
RO2 Exam	... .. JCX	14th March	15th March
JRO/RO3 Refresher	... .. JC	21st March	25th March
RO2 Exam	... .. JCX	28th March	29th March
RS	... .. No. 2	4th April	16th September
JRO/RO3 Refresher	... .. JC	4th April	8th April
RO2 Exam	... .. JCX	11th April	12th April
Fleetboard (G)(T)(W)	... .. —	12th April	12th April
EASTER LEAVE	... .. —	15th April	2nd May
TCI	... .. No. 1	2nd May	12th August
CY	... .. No. 2	2nd May	22nd July
RS(W)	... .. No. 2	2nd May	30th September
JRO/RO3 Refresher	... .. JC	2nd May	6th May
FBPC (G)(T)(W)	... .. —	9th May	3rd June
RO2 Exam	... .. JCX	9th May	10th May
WRNS Advancement	... .. No. 3	9th May	17th June
JRO/RO3 Refresher	... .. JC	16th May	20th May
R.N. Long Course	... .. —	16th May	Into 1967
RO2 Exam	... .. JCX	23rd May	24th May
JRO/RO3 Refresher	... .. JC	6th June	10th June
Fleetboard (G)(T)(W)	... .. —	7th June	7th June
FBPC (G)(T)(W)	... .. —	13th June	8th July
RO2 Exam	... .. JCX	13th June	14th June
RS	... .. No. 3	20th June	18th November
JRO/RO3 Refresher	... .. JC	20th June	24th June
RS(W)	... .. No. 3	27th June	25th November
RO2 Exam	... .. JCX	27th June	28th June
WRNS Advancement	... .. No. 4	27th June	5th July
JRO/RO3 Refresher	... .. JC	4th July	8th July
RO2 Exam	... .. JCX	11th July	12th July
FBPC (G)(T)(W)	... .. —	18th July	12th August
JRO/RO3 Refresher	... .. JC	18th July	22nd July
RO2 Exam	... .. JCX	25th July	26th July
JRO/RO3 Refresher	... .. JC	1st August	5th August
Fleetboard (G)(T)(W)	... .. —	2nd August	2nd August
RO2 Exam	... .. JCX	8th August	9th August
SUMMER LEAVE	... .. —	12th August	30th August

ROYAL REFLECTIONS

by CY D. Harrison

The recent review of the Fleet by H.M. The Queen in the Clyde takes one back to a similar occasion on Sunday 2nd May, 1954 when the Mediterranean Fleet under the command of Admiral Mountbatten was reviewed by H.M. The Queen, embarked officially in H.M.Y. *Britannia* for the first time ever (having left the Shaw Saville liner *Gothic* at Aden).

The review was carried out thus:

Saturday, 1st May

Her Majesty The Queen and H.R.H. the Duke of Edinburgh accompanied by their Royal Highnesses the Duke of Cornwall and Princess Anne embarked in H.M.Y. *Britannia* at Tobruk. Later, on sailing for Malta she was preceded out of harbour by ships of the 2nd Frigate Squadron, led by *Surprise* (FO2 Med), *Mermaid*, *Maggie* and *Peacock*, who carried out ceremonial manoeuvres before taking up escorting stations.

Sunday 2nd May

Mediterranean Fleet escorts met H.M.Y. *Britannia* about 200 miles from Malta. On joining, a Royal salute was fired. The Fleet, led by the C in C in *Glasgow* approached *Britannia* and her close escort in two columns at high speed from ahead. The two columns then wheeled in succession and passed the Royal Yacht close aboard on either side, the cruiser line passing to starboard, then the destroyer line to port and finally *Eagle* to starboard. As each column

passed and was clear it turned outwards, spilled its speed and immediately resumed the mean line of advance.

This manoeuvre brought the columns ahead of the ships of the 2nd Frigate Squadron who had moved out to new positions. After passing the Royal Yacht, *Eagle* continued on her course and took station one mile ahead.

The two columns then at nearly a mile distant on each side of *Britannia* turned inwards together to reduce the distance to the correct escorting distance of 600 yards from the Royal Yacht's course.

After the columns had closed to 600 yards, *Bermuda* and *Delight* transferred to the head of the port column, and the First Destroyer Squadron turned together and proceeded under the stern of the *Britannia* to take station in the starboard column, *Chequers* carrying on to a position half a mile ahead of the Royal Yacht.

At the same time *Glasgow* altered course to close *Britannia* to transfer the C in C, after which she proceeded ahead and took station half a mile ahead of *Chequers*. H.M.S. *Eagle* took station astern of the Royal Yacht.

H.M. The Queen addressed the following signal to the Mediterranean Fleet.

"Thank you very much for your wonderful and impressive welcome back to the Mediterranean".

By Editor. A prize of One Year's FREE subscription of The Communicator will be given to whoever can supply us with details of the precise signals used for the manoeuvres on Sunday 2nd May, 1954.



Ex-RN TELEGRAPHISTS 1918 ASSOCIATION

With deep regret we record the sudden death of George Eames on 13th September, 1965.

THE ANNUAL BANQUET

At the 33rd Annual Banquet of the ex-RN Telegraphists 1918 Association held in London on 16th October, 1965 Bill Lawson was called upon to propose the toast of the Chairman. He did so thus:

"Fellow members of the Association, it is my privilege tonight to propose the toast of your Chairman, Y. W. P. Evans—known to us as 'Taffy'.

"On a previous occasion when I have been called upon to propose the toast of this Association, I have pointed out that you have as ex-sparkers assisted to lay the foundation of the RN Wireless Branch, and later on in civilian life, many of you have helped in the growth of the great entertainment enterprise of broadcasting (both Radio and TV) and in the tremendously important industry of electronics in its many applications.

"Tonight we have as Chairman one of these Pioneers, a man of many parts. He belongs to the

very limited number still left to us of those that "turned over" from other ratings to form the beginnings of the Wireless Branch. They trained and generally fathered the new intelligentsia as represented by we 'bright young things coming from The Impregnable where the first wireless classes started about 1908-9.

"Taff" started as a signal boy in *Hercules* in 1904, was signalmen in *Dido* in 1905, 'turned over' to the newly-formed Wireless Branch in *London* in 1908, and later that year served as a telegraphist in *Achilles*. He was a Leading Tel. in *Viking* in 1911, took the P.O. Tel Course in *Vernon* Signal School in 1914, and as a promoted P.O. Tel. went to *Shannon*, which in 1915 was serving with the Grand Fleet. In 1917 he joined *Nairana*. Later in 1917 I joined *Nairana* as 'Taffy's' Ldg. Tel. and thus commenced a friendship which survives to the present day.

"After the war in 1918, *Nairana* formed part of the British Fleet in the White Sea operations against Murmansk and Archangel. 'Taff' was mentioned in despatches for meritorious service and was recommended for Mate W/T. Later in 1920 while a 'P.O.' Tel he was 'axed' in the general reduction of the Services which affected so many of us senior ratings in the Wireless Branch. Unemployment was rife; jobs were difficult to get.

"Now 'Taff' comes from Manchester. His first job was maintenance electrician in an engineering works, and in 1922 he started a wireless department for an old established firm and sold components for making wireless sets. He formed the Manchester Wireless Society, and was granted the first licence from the G.P.O. for operating 1000 watt transmitter to the U.S.A. He also formed the British Wireless Relay League which later became the Radio Society of Great Britain.

"In 1925 he became Northern Area Manager for Mullard Valves and in 1926 founded the Institute of Wireless Technology. Later it was amalgamated with the newly formed British I.R.E. and he was made a life Vice-President, later serving under the Presidency of Earl Mountbatten of Burma. For services rendered to science and distinction in Radio and Electronics, he was created the first honorary member of the British I.R.E.

"Continuing his work with the Institution, he became Northern Area Manager for the McMichael Radio Co. in 1934, until war in 1939. From 1939 to 1941 he was in Security Service Radio Section monitoring enemy stations, and submitted over 250 coded reports. 1941 to 1945 saw him at the Ministry of Aircraft Production as Production Officer in London, being responsible for contracts dealing with supplies of Radio Equipment to Fighter Command. At the end of the war he transferred to the Ministry of Supply and supervised the clearance of U.S.A. Radio Equipment from Burtonwood.

"From 1948 he was Sales Manager for the Rainbow Radio Manufacturing Co. and in 1951 took over the sales of the Wolsey Television Aerial

Co. for the whole of England as each area was opened up for Television from Land's End to John o' Groats.

"In 1959 he decided to call it a 'day' and retired. By my reckoning, your Chairman must be now seventy-eight and next year Mrs. Evans and 'Taff' celebrate their Golden Wedding. I am sure you all join me in wishing them many more years of health and happiness.

"Gentlemen, I ask you to rise to the toast of our Chairman, 'Taff' Evans, one of the pioneers of the Wireless Branch, a man of many parts".



PLESSEY SERVES THE ROYAL NAVY

THE PLESSEY COMPANY—the largest telecommunications manufacturer in the British Commonwealth today—have for many years been an important supplier to the Royal Navy and the other armed forces of the Crown.

No fighting Service can function effectively without first-class communications, and British forces today use Plessey equipment to maintain the highest standards of efficiency in this respect.

Successful naval operations, for example, have always largely depended upon the clarity, rapidity and reliability of tactical communication, and today the demand is for instantaneous contact between all units, with complete intelligibility and freedom from interference.

For this reason the last 20 years have seen a progression from seriously congested VHF channels towards UHF installations, for use in short range ship-to-ship, ship-to-air, and shore-to-ship communication.

As part of this development and in collaboration with the Admiralty Surface Weapons Establishment, Portsmouth, and the Royal Aircraft Establishment,

Farnborough, Plessey have developed a comprehensive range of familiar UHF equipment.

Examples of Plessey UHF equipment widely-used in the R.N. include: TYPE 692, 693, 696, ARC52 type PTR175, the CUJ receiver and the Type PV 318 VF channelling equipment for multi-channel narrow band telegraph transmission. For shore station communication several receiver aerial exchanges have been system-engineered out of the standard Type PV 132/138 series of units.

One of the most successful specialised systems developed by Plessey in conjunction with the Admiralty is the flight-deck communications system for carriers, commando carriers and helicopter-carrying frigates, and is designed to permit voice communication between the flight-deck control centre and flight-deck crews.

The Marine Systems Division of the Plessey Electronics Group supplies a variety of equipment outside the field of telecommunications, including echo sounders, marine speed measuring devices, instrumentation for ships and hovercraft, oceanographic work and marine electronics generally.

Ericsson Telephones Limited, now part of the new Plessey Telecommunications Group, are also engaged in research, development and the supply of specialised equipment for the R.N.

They have a contract to manufacture S.I.N.B.A.D. equipment for the R.N. In this, an exchange telephone system is integrated with loudspeaker intercommunication and broadcast systems. It combines intercom groups such as Command, Action, Torpedo and Asdic, and Main Broadcast—plus automatic telephone exchange—into a single integrated system of internal communication.

Today the Plessey Company—with five Product Groups and two principal overseas regions—employs over 60,000 people at more than 50 establishments in Britain and overseas.

With 5,000 people engaged on research and development, Plessey carries out its own basic research programme as well as working on Government sponsored projects. In order to keep the Armed Forces equipment of the future abreast of constantly changing techniques, research on this scale is vital, not only to ensure that the Services have the best equipment available anywhere in the world, but also to enable Plessey to remain strongly competitive in the export field.

APOLOGIES

The Editor regrets that articles from the following arrived too late for inclusion: HMS's *Carysfort*, *Defender*, *Naiad*, *Nubian*, *Rhyl*, *Troubridge*, *Mauritius* W/T, STC St. Budeaux, 20th F.S. and M.F.V. 1060.

LETTER TO THE EDITOR

RO1(G) C. YOUDE,

HMS Droxford,

B.F.P.O. Ships,

20th October 1965

Dear Sir,

I am forwarding a rough copy of a Blazer Badge I have drawn up, which I think would be more applicable to the present day Communications Branch. As you will observe, all aspects of the new branch have been included in this drawing, which is set on a badge worn by all present day communicators.

The reason I feel the need for a change is because the present badge appears to put too much emphasis on the old side of the Tactical Branch (hence the Flag Hoist) which now is fading rapidly. With all the modern equipment and training appearing in the Branch, and indeed the intermingling of Tactical and General sides, I consider that a new Blazer Badge is desirable.

This drawing is a suggestion. Have any Communicators similar thoughts on the subject?

Yours faithfully,

C. YOUDE.



EXPEDITION TO MOUNT KILIMANJARO

by RS Gamble, HMS Eagle

Most people climb Kilimanjaro by organised safari complete with porters, guides, etc., at an approximate cost of £25 each. We decided that if we organised our own safari and humped our own gear we could do the trip for much less. A mixed group of six from *Eagle* and three from R.F.A. *Reliant* boarded an East African Transport bus at Mombasa en route for Himo in Tanzania, complete with overflowing rucksacks and bag meals.

We had previously arranged with the Kibo hotel to camp in their grounds and use their facilities for a small fee. The hotel also collects the 5/- per night fee on behalf of the Kilimanjaro Mountain Club for the use of their mountain huts and although we had tents it was decided to use the huts and leave the tents behind to lessen weight.

Next morning we commenced the trek to Bismark Hut at 9000 feet. The path led through plantations of banana, coffee and maize and much time and breath were spent on photographing the local children, dishing out Spangles and saying 'Jambo', the local greeting. After the plantations came the rain forest with plenty of exotic plants and flowers around us but no 'weirdies' were seen. Everyone reached the hut by four p.m. and soon we had a fire lit.

After breakfast we set off on the next leg of the ascent. The weather continued warm and sunny and a steep climb through the remaining rain forest had us sweating. Following the rain forest were long stretches of grassy plains interspersed with rocky gullies, making very pleasant walking. During a brief rest *Reliant's* doctor took our pulses and temperatures and pronounced us nearly normal, which surprised most of us as we thought we were near boiling point. The laggards of the group, myself included, reached Peters Hut just as the fitter members had brewed the tea. One of *Reliant's* trio had suffered from a previous back injury during the day and had decided to go back to the hotel rather than hold up the rest of the party on their tight schedule; also a couple of the group were suffering headaches and nausea due to the rarefied air at 12,335 feet.

The next morning, full of porridge and hope we started off on what, for most, turned out to be the hardest part of the trip, a climb through green scrub land and on to the saddle between Kilimanjaro on the left and Mount Mawenzi on the right. The saddle turned out to be a desolate sandy waste with no protection from the weather and half way across we ran into heavy sleet. Kibo Hut, the last one before the summit, which had been visible across the saddle, disappeared in the sleet and we expended all our energy in reaching it. Once again the laggards arrived in time for a most welcome brew. A meal was prepared and everyone ate though by now all were



Mount Kilimanjaro

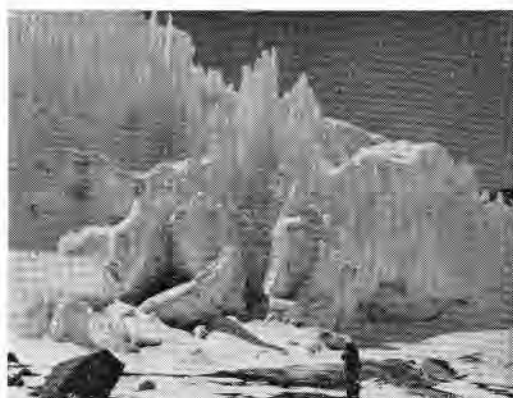
suffering from the effects of altitude at 15,520 feet. The weather cleared and we were able to see the glaciers and snow slopes surrounding Gilman's Point towering above us.

The guide book says "Rise early and get to the top before sunrise"; we got up at 0030, had soup and started on the final ascent at 0100. The night was fine and clear, though cold, and we all wore two sweaters, anoraks and overtrousers. The track rose steadily and we had to rest often as our breathing was very rapid and we soon tired due to the height. When the moon rose the track was easier to follow. By this time, however, three of our team had dropped out because of altitude sickness, leaving five of us who ultimately reached the summit. Our path led to a steep scree slope of over 1,000 feet and it was a case of three steps up, two down, with frequent rests during which we often felt ill and in fact all were sick at least once.

While we were still on the scree the sun came up and formed a beautiful pink dawn over Mount Mawenzi behind us. All the neighbouring peaks came into view though the valleys below were covered in woolly cloud. Just as my companion and I began to lose heart, we saw the other three coming over the rocks and shouting to us that they had made it to the top and that it wasn't far, so we pressed on. Above the scree were loose boulders and rock, on top of which stood a small white pole which marked Gilman's Point, the recognised top of Kilimanjaro at 18,635 feet. The actual summit is at 19,310 feet and another hour's walk around the crater. It looked like a snow wall to us so we didn't venture round to it. We sat at Gilman's Point, entered our names in the log book there, took snaps of the inside of the snow-filled crater and then had a good rest.

Going down was much quicker, though still a tricky operation in our dizzy state and we rested often, sometimes even finding ourselves dozing in the warm sunshine.

At the hotel the fit ones were waiting, this time with cold beer instead of hot tea. Since we had done the whole trip for about £3 we decided to stay the night in the hotel rather than camp; the bath alone was worth the extra expense.



Mount Kilimanjaro Crater—External ice on the Equator

The return trip by bus to Mombasa was an adventure in itself but not to be compared with the thrill of our trip to the snows of Kilimanjaro.

"LOSE NOT THY FAITH IN DRAFTIE"

by RS G. W. Pearson

About three years ago I saw an article in *THE COMMUNICATOR* from the Naval Party HQ AFNE, Kolsas, Norway. Alongside was a photograph of a number of Communicators gaily attired in ski clothes. I remember thinking at the time "How does a luckless sparker like me wangle himself a job like that?"

Later, while doing my bit with the FEF Pool, my time duly came round to fill in my preference drafting card. Feeling that a spell of shore time might go down well, although quite honestly not placing any great faith in preference drafting cards at that time, I thought "Well, here goes, I'll 'slap in' for AFNE. Freezing to death in Norway will make a pleasant change from sweating blood on the FES". After doing this, I promptly forgot all about it. But wait—like the elephant, Draftie did not forget.

Two years later, whilst finding out a little of how the submersible types conduct their communications at Fort Blockhouse, what should turn up but a draft chit to *President* for yours truly. I had nearly uttered the dreaded cry of "Give me a ship", when I noticed the small print and managed to close my mouth in time. It said:—"For duties at HQ AFNORTH, Kolsas, Norway".

So here I am, firmly ensconced with NATO, enjoying duty free privileges and all. No drips, except that the snow is too hard for ski-ing right now—or should I say too hard for falling on!

So, if you're losing faith, take heed from this little tale. Who knows, if you 'slap in' you too could come to Norway. Draftie is human too!

MY OUTLOOK

by Peter O'Brien

Most people believe that I am rather aloof up here, 430 feet above sea water, on the North Borneo coast, but as you will read, I am very condescending.

Until this summer all had been very peaceful for years. My two Sarawak keepers kept me supplied with all essential needs and I regularly made passing ships aware of my presence. I am placed at the top of the main building and my friends have a pair of native bungalows alongside. I used to look forward to the end of the school term when my keepers' families arrived for the holidays. My elder keeper has two dusky teenage daughters.

One day, my somnolent routine was rudely disturbed by the arrival of some white men. A few days later, more of these men, who turned out to be sailors, appeared and started to install themselves in my building. With them they brought a strange looking apparatus which beeped and crackled when connected to their batteries. Two of these three sailors were called 'sparks' and it seemed strange to me that they should both have the same name. Both these 'sparks' fellows would take it in turns to play with their apparatus for two hours at a time (apparently they will soon do it constantly). They are very talkative in their own strange language and seem to be acting as a relay link between those minesweepers I was talking about and someone else called sparks in the Ulu (jungle). The third sailor is called P.O. and comes from an 'Island' at Portsmouth. I imagined they would argue about who should do the cooking and housework but they don't as this chap P.O. does it . . . he has even built a shower and privy, and always seems to be taking cans from the new refrigerator to quench his thirst.

I wish I knew how long these sailors are going to stay. They seem to change around every 4-6 weeks.

The minesweepers still have their banyans on the beach, and one even stayed at anchor overnight and had a film show on board. I'm sure that if my sailors had only asked, the ship would have sent a boat for two of them. Unfortunately they insisted on swimming and might well have been shot or drowned. One of them saw the film and the other came back after finding the distance greater than anticipated. That nice looking three funnelled ship came back the other day and sent a small library of books to the top. Meanwhile, the hens have still failed to supply fresh eggs in spite of the presence of a cock bird donated by a passing naval launch. Unfortunately, only four remain now as the iguana who lives on my hill is partial to fresh chicken. I only hope the sailors obtain permission from the Director of Marine to shoot it before they have all gone. Soon, another school holiday will be here and I suppose the two daughters will fall madly in love again with these new sailors. It's not like me to be jealous though, I must remember that after all I am only a lighthouse on a lonely Borneo coast.

NEWS FROM THE RESERVES TEST MATCH—'65

by LRO K. M. Sayers—Mersey Division RNR

"RNB Portsmouth for M.H.Q. Fort Southwick" said the draft chits and in odd groups we duly arrived on top of Portsdown Ridge for two weeks of nuclear 'war'. The regular Comcen team was chopped from four watches to three and supplemented by a number of W and RNR communicators; the HQR's took over the plots, the RN supplied the necessary 'domestic' services up top and we were off again for another annual exercise.

"Test Match '65", held last September, was for some of us our two weeks of full-time RNR HQR training. Difficult though it may be to keep up to standard in only one evening's sparking a week, most of us managed to cope with tasks, which in some cases were far cries indeed from our shore-side job as clerks, executives, secretaries or housewives. The prospect of a 12 hour night watch, though at first daunting, was in reality found to be not too bad when interspersed with welcome if irregular brew-ups.

The weather unfortunately was mostly unfavourable and being on top of the ridge we collected more than our fair share of wind and rain—the nightly struggle with the coke stove was followed by a morning running the gauntlet of the elements to get a wash and meal before descending the (was it 200?) steps 'down below'—or vice—versa for those coming off the all night on and wanting a bit of warmth for the sleeping watch. It was no fun either to be sending out on CCN, warnings of force 8 gales—particularly when two of our own RNR sweepers were in the thick of it (there but for fortune and the luck of the draft-chit could have gone us).

Not that we were without our touches of humour—more than one filing tray was adorned with a 'paper' ship (this being a 'paper' exercise) and if our resident poet did produce doggerel it was none the less entertaining. Pompey was close enough for an evening run, and the end of exercise dance went with a swing (even though it was held before the exercise had in fact ended). At least some of the night watch managed to come up above for long enough to take part. As the opening briefing (punctuated by a belated explosion) had told us what we were to do, so the final 'wash-up' told us how much of it we had eventually done: not bad, but we could improve it next year.

Tempus Fugit! Friday was draft day again; some went after lunch to catch long-distance trains, most went late in the afternoon or in the evening. A few lingered for a day, but by the following week even the RN staff had gone, leaving the top deck to the elements and the lower deck to the (probably relieved!) Comcen staff.

Not to worry—be seeing you sparks, on Wigan Pier maybe, some time next year.

No. 4 WIRELESS DISTRICT OPENING OF THE WIRELESS TRAINING CENTRE, MANCHESTER

The Centre was opened by the Lord Lieutenant, The Earl of Derby, M.C. on Saturday, 11th September, 1965. Guests included the Lord and Lady Mayoress of Manchester, Mayor and Mayoress of Salford, Captain H. N. R. Moore, D.S.C., R.N. and Lt. (S.D.) (C) W. McCullough, R.N.

Mersey Division was represented by Commander J. W. France, V.R.D. 1/O P. G. Stubbs and the WRNS Staff Officer, 2/O R. Joll.

The four Sections of the District paraded and were inspected by Lord Derby. There followed a short service of Commissioning at which the Earl read the lesson. The service was conducted by the Chaplain of Mersey Division. After the official opening, classes were detailed for instruction and the Wireless Office manned. Signals were exchanged with HMS *Russell*, our affiliated ship, and HMS *Dee*.

The guests walked round the centre before the District was mustered for an address by Lord Derby.

In his remarks he stressed the importance of the co-operation of the Local Authorities with the Reserves and asked the Mayors for their support. In concluding he said it was his intention to present the J. & B. Whisky Trophy which his horse 'Robinson Crusoe' had won that afternoon, to the District for an annual competition by the four sections, the trophy to be named the 'Duffy' Cup in recognition of this Officer's service.

BEXHILL

The Bexhill Centre now has 27 volunteers and four WRNS, but they are still on the lookout for new members.

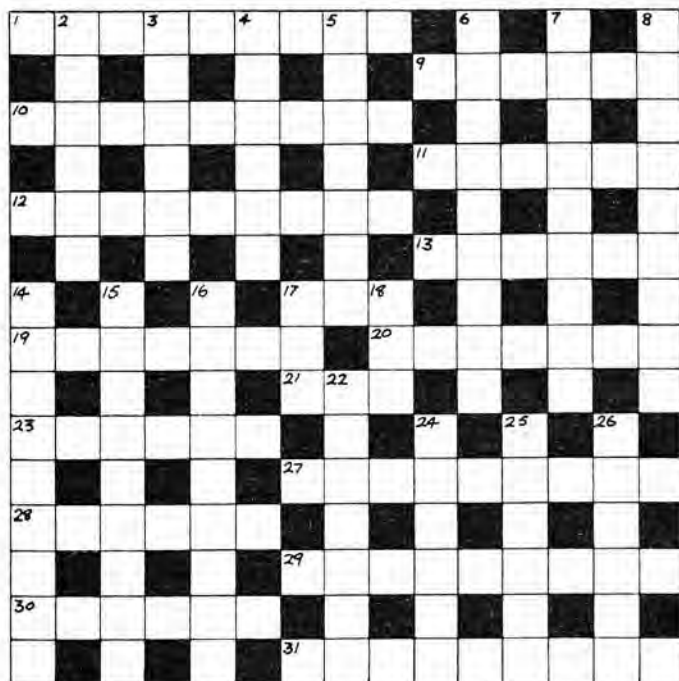


L/Wren E. Wilson and Wren P. Crowe-Swords receive instructions from Lieutenant Commander Cranwell-Child

COMMUNICATOR PRIZE CROSSWORD by Ann Jewell

Each "clue" consists of two clues run together. In each case the first clue refers to the first chart. All entries should be addressed to the Editor to arrive no later than 1st March. A prize of ONE GUINEA will be given for the first correct solution found.

CHART 1



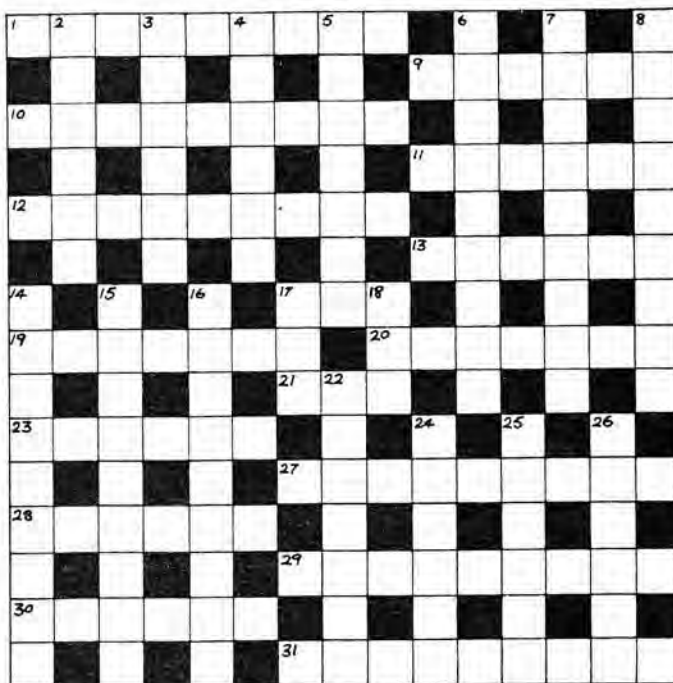
ACROSS

1. Watches over while she has an afterthought about the flock, so maids in a muddle gain entrance. (9:9)
9. Sings joyously though I'm beer-befuddled on the vessel. (6:6)
10. To drain it is the custom about the fowl being a great drip. (9:9)
11. Flower had back trouble in reverse but he's fit enough for the charm. (6:6)
12. Yells rend the air slightly when lions tear their kin. (9:9)
13. The good man is surrounded by fuel near his ribs to make more fond the final lug. (6:6)
17. The poem is wooden if it hasn't won even if referring to Spenser's India. (3:3)
19. The short exception, on a mixed diet, became roused to dip the emirs and me in liquid. (7:7)
20. They sound like Army officers going nutty at the end trying to ring the Engineers' extension. (7:7)
21. Sounds a damp fee to pay for being an agent. (3:3)
23. Dramatic episodes as they evanesce, nesting like the bird when you trek without nothing. (6:6)
27. Cut up small Indian coins and eat them, say the two of Verona. (5-4:9)
28. Passage may be found if you go home at usual time, not being one pig of the later generation. (6:6)
29. Or catcher lights the Olympic flame, if sense I'm to believe, making one womanly. (5, 4:9)
30. Eastern tin ore has one per key. (6:6)
31. Print true tales to break continuity and give mere stars ribbons. (9:9)

CHART 2

DOWN

2. Her lad made proclamations while the leader divided the cards. (6:6)
3. And gap the field for a trial in the medical world. (6:6)
4. Two points meet in high regard before the soul rips it. (6:6)
5. Scribbled the odd lode having a method of investigation but no rag on. (7:7)
6. Bond's boss comes between the Turkish coin and ours, for lovers sleep all winter. (9:9)
7. Ilex aquifolium—too green? Meet riper ones around the edge. (5, 4:9)
8. Set up his stable so hearses can form marine life. (9:3-6)
14. Mine romps under the date-plum so it let me live on the apple. (9:9)
15. The plan is so—match ices or dim beer as the sewer does. (9:9)
16. To eat a nut at ten makes one lean enough for one's sweethearts or levers out. (9:4, 5)
17. Nodded without Edward—strange—yet affirm that the coyest has no bed. (3:3)
18. Take kegs of beer, and what is in them, to add to your supply, and eye the concealed pasha. (3:3)
22. Fabulous animal is no cur. In here is the pen rest. (7:7)
24. A solid drip of water may be found on a fir set for trouble. (6:6)
25. Masts, yards etc. surround the Sapper, merciful though he is, in the middle of the dim emu! (6:6)
26. A trifling storm in here has only a thin sheet of wood. (6:6)



WRNS NEWS—HMS MERCURY

Two *Mercury* winners in the WRNS Benevolent Trust which took place on 13th October included Braybrooke and JRO A. A. Black.

Wrens Blue and Brookfield continue to enjoy their Judo at the Pitt Street Gymnasium. Wren Goldie already holds her Red Belt.

L/Wren Brenda Hawkins, Wrens Anne O'Gara and Jacqueline Bissell thoroughly enjoyed their expedition abroad.

L/Wren Merlyn Willie of MT and L/Wren Hawkins represent Pawpaws Hockey team most Saturdays.

An additional recreational facility now available is horse riding at *Dryad*.

We were indeed sorry to hear that 3/O Blood's husband was admitted to hospital with appendicitis the day after their wedding.

The Advancement Class this term consisted of L/Wrens M. M. Mullins, S. Hills, B. J. Taylor, G. M. Marshall, P. M. Birchall, J. M. Cryer, Wrens S. M. Exell, S. E. D. Kot, H. N. Johnson, C. A. Green and C. J. Darlington.

Engagements

Wren Betty Stanford to RO2 M. D. Fox.

Wren Marion Hamilton to ME1 Ellis.

Wren Challice to LM(E) Robertson (*Salisbury*).

Wren Marion Harper (the Hockey Team Captain) to LSA Wagstaff (*Bellerophon*).

Marriages

L/Wren Doreen Stephenson to L/Sea Wilkinson.

L/Wren Hyde to Cook (S) Martin.

Wren Zeta Winifred Cecil to AB Slatcher (*Wakeful*).

Wren Norma Williams to RO2 Roe.

Wren Joan Thomas to SBA Parr.

Wren Barbara Williams flew to Hong Kong for her wedding to RO2 Barrand.

Drafts

PO Wren Edna Day to RNAS Brawdy; Wren Carrol Barkley to Oslo (NATO) in January; L/Wren Pat Crutchley to RNAS Brawdy, Wren



At Soberton

Gay Gunn to RNAS Brawdy; Wren Gynn James to Chequers; Wren Ellen McNeill to HMS *Sea Eagle*; L/Wren Carol Watkins to HMS *Dauntless*. (Burghfield).

A Vocation

Twenty-two-year-old Miss Beryl Ikin, second daughter of Mr. and Mrs. W. N. Ikin, the Moat House, Wem, is now in training at the Mildmay Mission Hospital so that she may enter nursing with the Church overseas. It is her wish to nurse in Africa.

Beryl travelled and saw quite a bit of life serving in the WRNS and the more she saw and thought about it the more she wanted to do something of service to others. She served in the Communications Branch for over four years and proved a promising athlete, having competed for Shropshire in the English schools' championships and in the WRNS championships.



Joan Harrison, Helen McNeill, June Sengelow, Carol Baker, Jenny Beagly

COMMISSIONING FORECAST

The following details are forecasts only, changes may well take place at short notice. It should be noted that now only the Radio Supervisor will join with the 1st phase, the bulk of the Communication Staff joining with the 2nd phase.

Details are given in the order: Ship, Type, Exact date if known, Commitment, (1) U.K. Base Port, (2) Place of Commissioning, (a) Type of Service, (b) Previous type of Service.

<i>Leopard</i>	...	A/A Frigate 8th February. Commission 30th ES. (1) (2) Portsmouth (a) GSC Home/E of Suez PS (Trials).
<i>Fife</i>	...	GM Destroyer. 11th February. Commission (1) Portsmouth (2) Glasgow. (a) GSC Home/E of Suez PS (Bldg.).
<i>Maxton</i>	...	MH Conversion. 25th February. Commission 6th MSS (vice <i>Kildarton</i>). (2) D (a) LFS FE (b) PS.
<i>Kirkliston</i>	...	M/H Conversion. February. Commission 9th MSS (SO in October). (2) C (a) FS ME (b) HSS.
<i>Penelope</i>	...	A/S Frigate. 1st March. LRP Complement. Devonport (a) PS (b) HSS.
<i>Malcolm</i>	...	A/S Frigate 3rd March. Commission (FP Sq) (T) (1) (2) R (a) HSS (b) PS.
<i>Relentless</i>	...	A/S Frigate. 17th March. Recommission (phased) 8th FS Transferred from 29th ES. (1) (2) D (a) GSC Home/W Indies/Home/W.Indies (b) Home/W.Indies/Home.
<i>Undaunted</i>	...	A/S Frigate. End March. Trials Crew. Commission end May 2nd FS. Capt. F2 (1) (2) C (a) HSS (b) PS (Trials/Refit).
<i>Striker</i>	...	LST. 8th March. Recommission AW Sq. Aden. (a) (b) FS Middle East.
<i>Exmouth</i>	...	A/S Frigate. Late March. LRP Complement. Rosyth. (a) PS (b) HSS.
<i>Lincoln</i>	...	A/D Frigate. April. LRP Complement. Portsmouth. (a) PS (b) FS East of Suez.
<i>Sirius</i>	...	A/S Frigate. 19th April. Commission 24th E.S. (2) Portsmouth. (a) HSS/FS (date of sailing) E of Suez. (b) PS Trials.
<i>Jaguar</i>	...	A/A Frigate. Mid April. LRP Complement. Chatham (a) PS (b) GSC Home/SASA.
<i>Yarnton</i>	...	CMS April. Commission 9th MSS (2) C (a) FS ME (b) PS.
<i>Minerva</i>	...	A/S Frigate. End April. Commission 26th ES. (2) Newcastle. (a) HSS/FS (date of sailing E of Suez (b) PS (Bldg.).
<i>Iveston</i>	...	M/H April. Commission 9th MSS (2) C (a) FS ME (b) PS.
<i>Calton</i>	...	CMS. April. Recommission 9th MSS. (2) Aden (a) (b) FS ME.
<i>Rothsay</i>	...	A/S Frigate. May. LRP Complement. Portsmouth (a) PS (b) GSC.
<i>Yarmouth</i>	...	A/S Frigate. May. LRP Complement. Chatham. (a) PS (b) HSS.
<i>Intrepid</i>	...	Assault Ship. 24th May. Commission (2) Clydebank. (a) HSS (date of sailing) E of Suez. (b) PS (Bldg.).
<i>Undaunted</i>	...	A/S Frigate. End May. Commission 2nd FS. Capt. F2 (March 1966 (T)) (1) (2) C (a) HSS (b) PS (Trials).
<i>Nubian</i>	...	GP Frigate. 12th May. Recommission (Phased) 9th FS (1) (2) P (a) (b) GSC Home/ME.
<i>Protector</i>	...	Ice Patrol Ship. June. Recommission. (1) (2) P. (a) (b) GSC Home/SASA.
<i>Daring</i>	...	Destroyer. June. Trials Crew. Commission. August 29th ES. (1) (2) D (a) GSC (b) PS.
<i>Barrosa</i>	...	A/D Conversion. July. Recommission (Phased) 24 ES to 20th FS in July 1967. (2) Singapore. (a) FS E of Suez until July 1967 then HSS (b) FS E of Suez.
<i>Eskimo</i>	...	GP Frigate. 28th July. Recommission (Phased) 9th FS (1) (2) C (a) (b) GSC Home/ME.
<i>Aurora</i>	...	A/S Frigate. July. Transfer to 20th FS (a) (b) HSS.
<i>Chichester</i>	...	A/D Frigate. August. Recommission (Phased) 24th ES from 29th ES. (2) Singapore (a) FS E of Suez (b) GSC E of Suez/Home.
<i>Loch Fada</i>	...	Frigate. August. Recommission (Phased) 26th ES (2) Singapore (a) (b) FS E of Suez.
<i>Plymouth</i>	...	A/S Frigate. August. LRP Complement. Portsmouth (a) PS (b) GSC.
<i>Euryalus</i>	...	A/S Frigate. Mid August. Recommission (Phased) 26th ES. (2) Singapore (a) (b) FS E of Suez.
<i>Glamorgan</i>	...	End August. Commission (1) P (2) Newcastle (a) GSC Home/E of Suez (b) PS (Bldg.).
<i>Daring</i>	...	Destroyer. August Commission 29th ES (1) (2) D (a) GSC (b) PS Trials.
<i>Cambrian</i>	...	Destroyer. 25th August. Recommission (Phased) 29th ES (1) (2) P (a) (b) GSC.
<i>Gurkha</i>	...	GP Frigate. 1st September. Recommission (Phased) 9th FS. (1) (2) R (a) (b) GSC Home/ME.
<i>Penelope</i>	...	A/S Frigate. September. Trials crew (1) (2) D (a) (b) PS. Commission date uncertain.
<i>Galatea</i>	...	A/S Frigate. 29th September. Recommission (Phased) 27th ES D27. (1) (2) P (a) (b) GSC Home/Med/Home/Med.

Drafting Preference Cards DC1 (RN) 1527/65.

A paper duplicate Drafting Preference Card is now to be held in a rating's Service Certificates.

Drafting Preference Forms

May be completed at any time when a rating wishes to volunteer for a particular ship. The original is to be forwarded to CND. The duplicate copy is retained by the ship/establishment until part 3 of the original is returned containing CND's decision.



Associated British Pictures
Lina Margo

STAFF OF FO2 FAR EAST FLEET

by LRO(T) Batten and RO2(T) Stretton.

You may wonder what a Staff job is like and whether or not it is worth requesting. In harbour we have it very easy, just doing the usual duty one in four but come into our own during the exercises and man TCP in two watches.

We have exercises "Windy Weather" and "Guard-rail" behind us for this year, and the Staff officers are sitting round their big black cauldron cooking up "Fotex", which is the yearly blight on our lives in the Mystic East. So if you want a fairly quiet life as a signalman, apply to CND, but if you don't want to forget about the other aspects of a Communicator's work, the job will not suit you. The sparkers are not so well off, being filtered into the Ship's organisation



and are only seen on pay day by us.

We have a very keen football team and this zeal has to stand us in good stead for the heavy defeats we regularly suffer, but at darts in the Armada Club we have no equals.

CCY Starmer left us a short while ago at short notice to return to RNH and be subjected to the surgeon's axe and we hear everything has gone well. CY Jones filled the gap, coming from the fleet Pool and we understand the Ark's victualling bill went up considerably during this time. We now await CY Adams' arrival at Hong Kong to join the fray, and hope he is pleased at the prospect of joining us.

We must contradict FO2 HF's boast about being the only Flag Officer not to have an office ashore because FO2 FEF is without a doubt a sea going Admiral! To end our first contribution to THE COMMUNICATOR for some time, the Staff consists of: Lt.-Cdr. Dickins (SCO and Flag Lt.), CY Adams, LRO(T) Batten, RO2(T)'s Stretton, Fergusson, Williams, Jackson, RS Farley, RS(W) O'Hare, LRO(G) Shephard, Williams, RO1's Parry and Greig, RO2(G) Payne-Lowe and Walsh. RS Beasley joins us shortly.



Staff of FO2

Left to right: RO2's Jock Ferguson, Fred Stretton, Bungy Williams, LTO(T) Fred Batten and Yeoman Adams

HMS ALBION

by S/Lt. Cooper



HMS Albion's "PMG" arranging Radio Telephone calls with Sydney Radio for soldiers of the Royal Australian Regiment returning from Borneo

Having waved goodbye to the *Bulwark* last July, the "Old Grey Ghost of the Borneo Coast" once more settled down in its familiar hunting ground. The role of a Commando Ship in Borneo is to land and support a highly trained military force, such as a Royal Marine Commando and relieve Army Units after a period in the "Ulu". Australians, Guardsmen and Gurkhas, to name but a few, have all enjoyed our hospitality and in the case of the "Aussies", were very sorry to leave. These forces are landed by Wessex 5's which are at present the very last word in helicopter transport, lifting 16 fully armed troops, or alternatively a landrover, trailer and most types of heavy equipment.

Communication-wise, life has been most active. The promise of a crate of beer to the watch which cleared most traffic on FST Ship/shore produced surprising results. In a period of 30 days, 633 messages were transmitted by RATT, the winning watch scoring 197. The net result of this competition is that all operators are far more proficient in the use of RATT operating and procedures.



Helicopter Control Team

One of the outstanding achievements of the present commission is the number of successful radio telephone calls made from all over the Far East to the UK and Australia. *Albion's* PMG (shown in photograph) tells me that in 5 months the number of calls made were 47. Using SSB, the quality of speech is normally very good and given reasonable conditions, communication is easy to establish. The cost of a call, minimum time being 3 minutes, is 13/4 per minute, which does not include a ship-station charge. The frequency used from the Far East is 16 mc/s for the period between 1600Z and 1900Z. Further details may be found in List of Coast Stations -BR 121(1).

A more modest achievement was the successful ISB Communications test with *Mercury*. As the ship was off Singapore, 16 mc/s proved to be adequate to ensure excellent communication in both sidebands. It is necessary before using ISB to complete a minor modification to the 640, and "T" section *Mercury* will supply the details for this. Use of the ISB mode is of particular value to any ship where economy in the use of H/F transmitters is desirable and this certainly applies in the case of *Albion*.

Congratulations and every good wish for the future to the SCO, Lt. Cdr. Harland on his provisional selection for promotion to Commander. He leaves the ship at the end of the year and his presence will be greatly missed by all *Albion* Communicators.

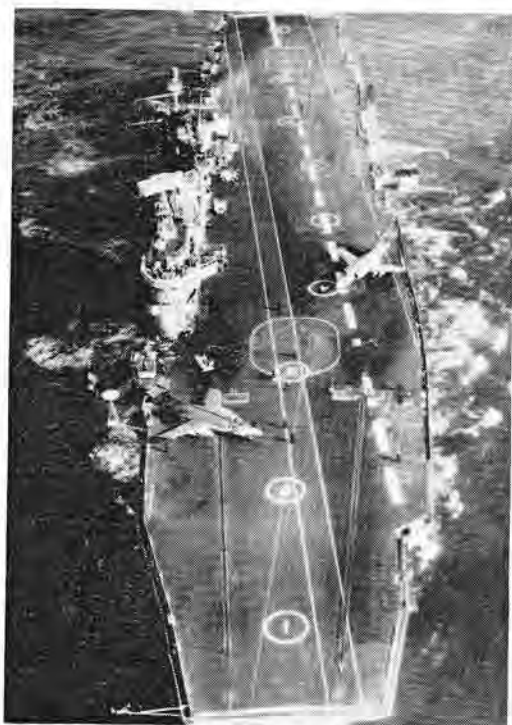
HMS ARK ROYAL

by RS Grafton

The Far Eastern leg of our commission has now begun, and the Communicators of the Mighty *Ark* look ahead to a variety of fresh places to visit and a pint or two of Tiger or San Mig with a long lost 'oppo'. Going through the Suez Canal was a new experience for some of the younger members of the staff.

After a tense, short stay at Aden, we relieved the *Victorious* of her responsibilities, in Mid Indian Ocean, the weight being taken by helicopters, as we were ten miles apart at the time. Thence we were under the wing of COMFEF and on arrival at Singapore, we welcomed onboard the Staff of FO2 FEF, who have been completely integrated without any trouble. The Staff RS (Farley) left in a rosy haze for a well earned leave and home station billet after relief by RS Beasley.

Our first task on the station was to participate as the naval flagship for the Joint Services Exercise "Guardrail", which brought us into contact with such names as COMNAVSTAPHIL, COMAIRBOR, COMLANBOR, COMNAVBASE-SUBIC and a place called Olongapo, which place Ian Fleming did not visit but sadly missed. The washup of the exercise was quite amusing and many aspects were successful, thanks to good communications. On completion of "Guardrail", we spent twelve days in Hong Kong after riding Agnes (a tropical storm) for two days. We had such



HMS Ark Royal

a good time there, we were glad to go to sea to convalesce for 48 hours before further passage exercises en route for Singapore. Sticky greens now cost five dollars but despite this the 7 a.m. return Ferry libertyboat at Hong Kong was always full.

CCY Cull is shortly to leave us to become a publican and we wish him good luck and a standing WMP. Also Lt. Cdr. Copp leaves for Shotley and we welcome his relief Lt. Cdr. Jay.

We hope to read this edition of the magazine in Australia, our next major visit, by which time the MSO will have had its nth coat of paint, aerials will have been replaced innumerable times due to spasmodic elevation problems of the hockey sticks, and the 'W's' come out of their office to analyse fresh air or chase their Scale A pay. Adieu and Festive greetings from down under.

HMS BERWICK

by LRO Marriott and RO1 Sawyer

At the time of writing this first contribution from *Berwick* we are steadily wending our way to Stockholm.

Since the beginning of the commission, we have steamed several thousand miles (which is a miracle). The first 3,000 miles were from South Railway Jetty to Outer Spit buoy and back again and again and again. We finally sailed to Portland to do the first

6 weeks of our work-up but think it best not to tell what happened during those dark and dirty days.

However, one night, about 22.00, we steamed into a pitch black Portland Harbour and it was decided that the buntings would test their (U) ratings. Number one RO3 was told to bend on the Jack, number two RO3 was told to do the cable flags, while number three RO3 was hoisting our international callsign on the yardarm. Well! Number one started to bend on the Jack but the Gunnery Officer gave a lusty scream from the blackness and told him that sunset had gone over two hours previously. Number two stood on the fo'c'sle with his cable flags, though he couldn't be seen from the bridge. Number three bent on the callsign correctly, but he had to use a torch to see what he was bending on. Now people are asking us why we look old and worn!

After successfully completing two thirds of the work-up we did a "wall of death" run from Portland to Hull which started us off on the "Jack Tar" cruise. The places where *Berwick* comms will never be forgotten are:— Hull, Immingham, Grimsby, Newcastle, Greenock, Gourock and Helensburgh (Home Fleet Review), Belfast and Liverpool.

Most of us can say that without a doubt, the cruise was by far the best enjoyed since we've been in the 'pusser'. After many organised dances and brewery runs (which *Berwick* comms seemed to dominate), normal runs and even some abnormal runs, most of us were wobbling at the knee joints by the time we set sail from Liverpool.

By the time you read this, we will be in the Far East having quiet runs in Honkers and Singers. Mick Marriott however will be quaffing Red Barrel in the Silver Cross between watches at Whitehall W/T. A Happy Krimbo to you all.

The staff are:—

R.S. Cherry, C.Y. Haines, LRO's Turner, Marriott, White, McGhee, RO1 Sawyer. RO2's Collins, Dwyer, Clark, Simms, Massey.

HMS BLACKPOOL

by D.R.H.

- BULLRING:** H.M.S. Blackpool.
VENUE: World-wide.
MANAGEMENT: C.N.D. (Send us one more RO2(G) and (T) and we will call you "Popular Management"—and all in capitals.)
PRESIDENT: Lt. Cdr. Fryer (SCO).
MATADORS: El Ares and El Yeo.
PICADORS: LRO(G) Brown and LRO(T) Wilkinson.
QUADRILLA: RO2(G) Crockford, RO2(G) Dowie, RO1(T) Chase, RO2(T) Wallace, RO3 Procter and RO3 Bennett.
NOVILLADAS: These come and go with regular monotony.



Blackpool's El Toros

This great fight, scheduled to last over a period of 2½ years, includes fighting six of the finest bulls one could hope to meet. The first to enter the ring was one called "Commissioning and Trials", which put up a magnificent fight but succumbed eventually to a better team. December, January and part of February was all the time needed to reach the "Moment of Truth" and everyone was fit as this animal left to join his ancestors.

The second specimen was a different type altogether—a fierce, vicious beast, and full of fight going under the name of "Portland Workup". Indeed, so fierce was this character, that all the team had to enter the arena to try and tame him. After six weeks, we had to retire from the ring and rest for five days leave before going back to finish him off. The winners were worthy ones. The "gang" cursed CND and the "watch on, stop on" routine, but enjoyed it and certainly learned a lot of the mysteries of Comist, Radhaz, Ratt Ship/shore and broadcasts. The LRO(G) is still convinced that the miserable weather in U.K. never was till the advent of RATT ship/shore. Being an ex submariner of eleven years standing accounts for it I think but he really enjoys seeing it—FAIL. To hear "QSY CW" makes his day. We'll show him soon I hope. Many others were fighting this particular beast and "old ships" was very much the order of the day. At the end of this great fight we retired to lick our wounds prior to re-entering the ring for No. 4 bull.

His name was "First Home Leg". Hardly a fight in him, until we reached Londonderry, otherwise, Cuxhaven, Hamburg, London, Rosyth for Navy Days, and our adopted town of Blackpool proved only of practice value for the team. You name it—we did it, including escorting H.M. the Queen back to dear old Blighty.

The fifth bull is our present adversary, "First Foreign Leg". So far not a ferocious one (he says, as he sunbathes off the Borneo island of Si Amil), but it comes under the regal title of Patrol duties. We hope to see this bull collapse around the middle of February, leaving us with only two more fights. Where and when is not yet known, but their names are appropriately enough, "Last Home Leg" and "Last Foreign Leg". We're off to Hong Kong from here so there appears to be plenty of fight left in this animal. (I think I'll wave a Wanchai coloured rag in front of him—that'll have him mad.)

It wouldn't be fair to close without mentioning two others—not Matadors really—but always around to attend our wounds and sharpen our "swords". They are REA's Harrison and Webster, who really go out of their way to help us. But for fear of incurring the WREO's wrath, we would willingly offer them a branch change as at least 50 per cent of our "Wins" are due to their excellent co-operation. Enough of them or they'll be sending for size 15 hats, but long may they stay with us.

More from the "Blackpool Arena" at a later date: meanwhile there are many, from Aden to Borneo, who don't like Bullfighting and are trying to stop us. Till next time, HASTA LA VISTA; that's for the benefit of my oppo, the CRS of D20—Que Tal? Adios Amigos.

RNAS BRAWDY

by PO Wren R. S. Richardson

Having been for a while content to read other ships' and stations' articles, we thought it time we submitted an article from the Comcen at RNAS Brawdy. As you may know we have an almost all female staff here, I say almost as we have of course the SCO Lieut. Stanley, CRS Edwards, who relieved the Black Bart (alias CRS Harris) and RS Edwards (RS Smullen's relief). In addition to the male complement we have two 'SOOPERNOOMEREES', an RO1(T) and RO2(W). They fulfil various tasks and have managed to win for us the Station Gardening Cup.

In contradiction to all statements about women being the weaker sex, we seem to manage to run the Comcen/CRR quite well, or maybe it's because we *are* females that we don't get many complaints in case we may feel we are being victimised by all the other 'male' run departments.

We have had added to our normal duties as Communicators, the Air Traffic Control circuit which exists between RAF stations and Naval Air Stations. To be 'genned up' on the necessary procedure, the Wrens who are required to operate it from the CRR go on a week's course to RAF Uxbridge. Since this has been operated by the Communicators we are proud to say that the standard of the signal traffic has very much improved.

The normally peaceful routine of the Comcen was sadly disrupted in September when we became F.O.I.S. Headquarters for Exercise "Testmatch" and the RNR took over for their annual two weeks' active service. It didn't take us long to settle back into the old routine whereby the only chaos caused is when our one and only Front Line Squadron 849 has an "anti Comms Department" week, or when any of her flights return to the fold for a spot of "Shore Time"!

A final footnote from this ever changing community of Communicators: we're considering changing the sign on our door from COMCEN to MARRIAGE BUREAU, as I'm sure we do as much business in this line here as the Thriving Profession does in civvy street!

HMS BRIGHTON

by E.J.V.

What has been happening aboard during the last few months? We would of course like to say "NOTHING", but sadly we have been a little busy. The Far East Station being what it is, we have been kept running for the majority of our time here.

Our arrival early in July was greeted with the inspiring word, "Patrol". So we did. Between patrols and weekly practice programmes we somehow managed to fit in a couple of runs ashore in Singers, August brought us to the dreaded "Guard-rail" and a period of three weeks of general running around with the Fleet which included a two-day period in harbour at Subic Bay. We were back to Singapore in September and preparations for D30's inspection. Then followed Hong Kong, which despite the torrential rain of the first day was the highlight of this part of the commission. The departmental run ashore proved highly successful.

In the world of sport, LRO(G) Nicholls won two fishing contests, one while he was watching a film on the upper deck! LRO(W) Dunne and RO3 Killick represented the ship at cricket and water polo respectively. The Departmental football team lost ALL interpart games but beat H.M.N.Z.S. *Royalist* 1st XI 5-1.

Since we began the commission two RO2(W)'s passed for LRO(W) and one (T) for LRO(T) and was subsequently rated A/LRO(T). A further two RO1(G)'s were rated A/LRO(G), 3 RO2's sub specialised and one RO2(T) became a Cook(S).

In January most of us return home, hence are already looking forward to our new jobs.

Brighton has held her record of being the logistic support ship. What they haven't got, we always have.

RNAS CULDROSE

From Culdrose, "ullo, me 'ansomes".

Apart from the SCO, CRS and RS (Lieut. P. A. Williams, CRS Foster and RS Foxton), the remainder of the staff here are WRNS (can I hear comments like "All right for some"), and over 95 per cent of them have come to us direct from New Entry training at *Mercury*.

The station's new Executive Officer is a well-known Communicator—Commander P. C. Prince, and the Operations Officer, Lieut. Cdr. P. H. Stuart is an ex-PO Tel, so the branch is well represented here in Cornwall.

The CRR WRNS in the control tower, are employed on C.W. and Voice nets. One other commitment of ours in the CRR is the Airmovements Network which we have recently taken over from the Air Traffic branch. We currently have two WRNS (Frank and Walker) at RAF Uxbridge for a week's familiarisation course on the procedure used on this network.



Two A/S Wessex Helos from RNAS Culdrose with HM Submarine "Otter"

We have two regular customers on Ship/NAS, HMS *Brinton* and HMS *Lofoten*, and many other users, far too many to mention by name. HMS *Brinton* acts as planeguard for our helos. Both ships have taken WRNS to sea for the day and they loved seeing how their male counterparts live.

The remainder of the staff are employed in the MSO, with the PO Wren in charge. This term we said au revoir to PO Wren Edgar and welcomed PO Wren Bentley.

The Telephone Switchboard Operators are WRNS. The PBX here is run entirely by WRNS and the course for new entries to the Branch is also carried out here. Chief Wren Sw/Op Gilbert is the course instructor and is also in charge of the telephone exchange.

On the sports field the WRNS teams are well represented by Communicators. Wren Sw/Op Haisell has swum for the Command and others are regular members of the netball, hockey and rifle shooting teams.

If any sea-going RO's care to sample the Cornish air, don't forget the name *Culdrose* on your drafting preference cards.

THE DREADED DART

by LRO(T) Colyer

H.M.S. *Dartington*, a member of the ever vigilant and hard hitting Offshore Gunboat Squadron, better known in the Far Flung as the 6th M.S.S., with Lt. Cdr. Stockton in command, and his enigmatical First Lieutenant, has been defending Malaysian and Singapore integrity ever since Sukarno began his little game.

Communications being what they are, they have been kept going for the past 18 months by, on the V/S side, myself and my right hand 'U' man, Martin Foy, and on the W/T side, Pete Briden, Dave Appleby and Barry Bartlett, not forgetting the numerous helping hands received from the undermanned and overharassed Fleet Pool (George



HMS Dartington

Willis, Fred Doughty and 'Ma' Coney to mention a few). Pete is shortly to be relieved by RO2(G) Dodd, while my relief will be RO1(T) Williams.

Although the "Dart's" exploits have only taken her within a radius of 150 miles, her mileage for the past eighteen months, including a docking period, has been about 78,000 miles.

"Dart's" three day visit to Penang was considered quite an achievement. This was followed by an eight day minesweeping exercise involving the Aussie *Teal*, the Malay *Ledang*, *Hubberston*, a mine-hunter, and *Puncheston* one of our sisters, each and every one of us being cuddled and comforted by Mum, HMS *Manxman*.

Ever since COMFEF told ships to paint out their V/S pendants on their sides there have been signs of envy at the red and white four foot dart, symbol of our powerful might, which dominates the top of our bridge. From "reliable sources" we have heard that there even may be an anti-dart movement afoot. The only skirmish we have had with the dart in recent weeks was when HMAS *Hawk* removed it during a middle watch, though she returned it, suitably garlanded, prior to returning to Aussie two days later.

No doubt many Communicators remember Lt. Cdr. M. A. Stockton, a previous editor of this magazine, from old times. He is well known in many circles (concentric, eccentric, bentline with equal spacing etc.).

WAR IS HELL!!

HMS EAGLE

by CRS P. Fleming

Whilst sitting in the shade of "Flag Romeo" waiting for *Lowestoft* to drop in for a spot of F.F.O.,

it seems hard to believe that only a few weeks ago we were wondering if all the accumulated dockyard rubbish could be got rid of in time to start the second leg of our G.S.C. However, all went well, the cotton wool was removed from ICS, and after a seven-day post docking trial in the Channel, we at last left the shores of "oggie land" to start our work-up period in warmer climes.

The intensive work-up in the Mediterranean, and an exercise with units of the U.S. Sixth Fleet was followed by a ten-day self-maintenance period in Malta. This enabled Communicators to renew, and in some cases establish new friends ashore. A Communications social was held in the Blue Grotto at Manoel Island, music being provided by our own group, aptly named the "Dee Tees". It would appear, from the late comers at "Hands turn in" the following morning, that the social was a howling success. As a commercial note to all Far East Communicators, the "Dee Tees" can always be heard playing in the best bars at Singapore, Mombasa or Hong Kong and give good value for money. They average three tunes per pint; the bass is a bit loud, but you should get their treble.

During our stay in Malta we were able to meet members of the U.S. Sixth Fleet ashore, where we furthered Anglo-American relationship. One member of our staff, who shall be nameless, remembers the friendly atmosphere well as, while on a guided tour of Strait Street, he planted his nose firmly on the fist of a United States Marine. When asked what he did then his reply was "I laid down". Obviously he will go far.

On sailing from Malta a quick dash was made to the Aden area to continue our work-up and to pay a visit to the silver shores of Mombasa. Old "Eaglets" will remember Mombasa well and we can assure you that the 'Jungle Bunnies' are still very active after dark. It pays to wait till you see the white of their eyes.

Sport has been going well and at the moment we head the league in football where we hope to remain with the help of C.N.D

So much for the first few weeks of what appears to be the start of an interesting and busy Far Eastern leg. As to the future, our crystal ball seems clouded over with an "Exclusive" stamp.

HMS EURYALUS

by LRO(G) James

The buntings have at last become fed up with being wary of sparks pushing out high power on the sterilising machines (alias aerial outfits ETA) while flashing from the after end of the Flagdeck, so the 10" lamps have been shifted forward; the 20" unfortunately cannot be resited, so if we keep you waiting when you flash at us at long range, you will know that Bunts and Sparks are having a violent argument on whose message is more important. Sparks regrettably, luckily or what ...? (depending



Back row: Ball, Singleton, Downie, Rees, Sneddon, Luke, Coveney, Innes. Front row: Sukarno, Peat, Dickson, Egan, Eaton, Martadinata, Bate.

on whether you are T.G. or W.) has the ultimate deterrent with his 1,000 watts.

Runs ashore, except Singapore (where we don't visit Houses of Assagnation) are few and far between. So far we have only managed eight days in Hong Kong (where we didn't visit an Unlicensed Massage Parlour), two days in Subic (where we didn't go down the sidestreets) and two days in that tropical paradise Pulau Tioman. In Hong Kong we managed to teach our American friends the gentle art of consuming Tiger (in our tanks). RO3 "Tiger" Davey met his match when he tried to take on 333 Combat Battalion U.S.M.S.

During our various sojourns in Singapore we have supplied operators to needy vessels. RO1's Singleton, Thirdborough, Ball and Hinks (still "up-and-at-'em") have been into the "front Line" in mine-sweepers. RO1 Evemy volunteered to fill a space in *Loch Fada*, thinking he'd get another trip to Hong Kong, but ended up helping with the shakedown and inspection.

In fact it's a bit like Paddington station in the mess—you never know who's going to be in the next bunk, what with lending people out, Juniors coming for sea training (we had eight at one stage), blokes disappearing to Kranji for Subspec, RO3 Hopkins falling sick, RO2 Stirrup and RO1 Thirdborough going home for discharge, to say nothing of the way R.O.'s seem to grow/shave off beards these days.

By the time you read this, if all goes according to plan, we should be in Geraldton, Western Australia from where Luke and Bate leave us to return to U.K.

THE MOUNT WISE STORY

by CRS Potter

Articles concerning life in the M.H.Q. have been published in this magazine from time to time and many readers are familiar with its daily routine and main function. It is not my intention therefore, to comment too much on personnel and general activities, but to present some interesting facts about Mount Wise and its residences which are not commonly known.

For the benefit of those who have never visited or served in the Plymouth area or to whom Mount

Wise is only a name—or a call sign, let me explain briefly where it is and the importance of its being.

Mount Wise, within the boundary of Devonport, is where the Commander-in-Chief Plymouth resides and where the M.H.Q. is situated. The M.H.Q. is staffed by R.N., R.A.F. and civilian personnel and serves the Commander-in-Chief in his NATO appointments as COMPLYMCHAN and COMCENTLANT as well as his national one. It also contains the headquarters of the Rescue Co-ordination Centre (Southern) and H.M.S. *Vivid*, the R.N.R. special volunteer force.

Admiralty House, the official residence of the Commander-in-Chief, was formerly Government House and the residence of the General Officer Commanding, Western District. The House was built by the then Duke of Richmond for his brother, Lord George Lennox, who from 1796-1806 commanded the military forces of the Western District—later changed to Wessex. Building was started in 1789 and completed in 1793; prior to this date the Military Commander had always resided in the Plymouth Citadel. In later years the Admiralty negotiated successfully for Government House in exchange for Admiralty House (residence of the Port Admiral), and after some haggling over the number of officers' quarters into which Admiralty House could be subsequently converted, Government House was finally transferred from the War Office to the Admiralty on 10th October, 1934. The House was renamed Admiralty House and the old Admiralty House renamed Hamoaze House.

Reading through the archives in Admiralty House, by kind permission of the Commander-in-Chief, one finds that the records refer to the times of the Norman Conquest when the Manor of Stoke-Damerel belonged to the Albemarle family. The name Damerel is a corruption of D'Albemarle. Through the centuries the Manor (consisting of several hundred acres) changed hands several times and at one time or another belonged to such famous families as the Courtney's, Kemyall's, Brascombe's, Britt's and Wise's, in that order.

Between 1660 and 1665, Sir Gerald Wise sold the Manor to Sir William Morice, the then Secretary of State to Charles II—hence the name Morice Town. Through the marriage of Sir William Morice's great-grand-daughter to Sir John St. Aubyn between 1720—1730, the estate came to Lady St. Aubyn and thence to Lord St. Leven.

In 1751, the "Board of Ordnance" purchased for the purpose of fortification of the town, about 195 acres belong to the Manor. This purchase included Mount Wise, the Barracks, the Lines, the Glacis (now Brickfields) and the sites of the old Admiralty House and the Manor House of the Wise family (pulled down about the beginning of the XVIIIth century).

Mount Wise House, built on the site of the old Manor House, is a comparatively new building and is the official residence of the Chief of Staff and the Commander-in-Chief's Secretary.

SOUND SAFE SIMPLE

*Money for spending when you go ashore
on foreign stations

*Money for emergencies—when you
most need it

*Money which earns interest for you—
sixpence each year on every pound you
deposit in the Post Office Savings Bank

HOW DO YOU GET IT?

Quite simple—all you have to do to save
a bit from your pay is to open a POST
OFFICE SAVINGS BANK ACCOUNT by
signing an allotment

Just think how marvellous it will be to
have money to call upon when you want it!

Be one of the wise ones
Request to see your Divisional Officer
NOW to start an allotment to the

POST OFFICE SAVINGS BANK

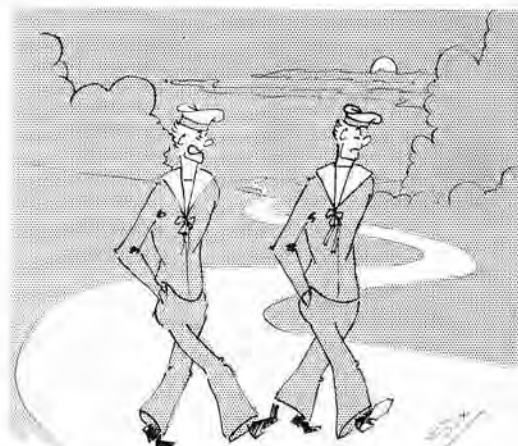
Issued by H.M. Forces Savings Committee,
Stanmore, Middlesex

In 1809, the "Board of Ordnance" gave the Admiralty permission to build a suitable residence for the Port Admiral at Mount Wise and up to the year 1892 the land was "rented" from the War Office; but in that year it was vested in the Admiralty by an Order in Council. Prior to this period, the Port Admiral officially resided in his flagship although rumour has it that he lived in Mutton Cove; there is no official evidence held by Admiralty to substantiate this, but it is likely that the Admiral lived there at some time in a private capacity.

The Chinese Bell

Standing in a siding at the rear of Admiralty House is a relic of Chinese history and a real museum piece. The object is a bell, not a ship's bell salvaged after a notorious sea encounter nor one belonging to some famous church tower, but one supposedly used as an "alarm bell" on the Great Wall of China to alert soldiers in the event of an attack by the Tartars. The bell was one of two found at Shan-Hai-Kwan by members of H.M.S. *Pique* shortly after the Boxer Rising of 1900. From the inscription, translated some years ago by a missionary, it was found that the bell was cast in the XIth century, about the time of the Norman Conquest. It is made of iron and weighs approximately 17cwt. and was presented to Admiral Sir Henry Seymour for safe keeping at Admiralty House. A bell-house was built for it from a sketch drawn by the First Lieutenant of *Pique* of the original bell-house from which it was taken and it stood for many years in the forecourt of Hamoaze House until it was moved to its present position.

History may be dull or exciting, revealing or obscure, but however it appears to a searcher, the fact remains that a man's thirst for knowledge, will always appeal to the human race. My thirst is partially quenched, I hope yours is too.



"Next time you volunteer us to walk Birds home,
make sure what county they live in!"



VANGUARD

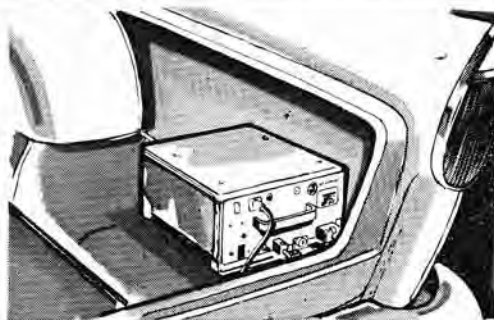
25 WATT TRANSISTORISED

Mobile Radiotelephone



ONLY the VANGUARD has ALL these qualities

■ 25/30 & 50/60Kc/s channels ■ Extensively transistorised ■ Sealed Block I.F. Filters
Printed Circuitry ■ Very low Battery Drain ■ All Aluminium Construction ■ Dust-proof
and splash-proof ■ One-Six Channels ■ 25 Watts Output ■ Very low-noise Receiver ■ High
Stability Mute ■ 4 Watts Audio Output ■ *Meets British, American, Canadian and Continental Specifications*



PYE TELECOMMUNICATIONS LIMITED

CAMBRIDGE • ENGLAND • TELEPHONE: TEVERSHAM (CAMBRIDGE) 3131 • TELEX No. 81166



GR345

10,000 channels between 2 and 12 Mc/s and an output of 15 watts p.e.p. have given this 22lb packet (including battery) a range of punch and purpose far beyond that of any existing equipment, whether it's used in jungle, fjord or wadi. Frequency synthesis, HF SSB operation with AM Telephony (full DSB) and CW telegraphy services are all concentrated in this slim, lightweight equipment which employs semi-conductors throughout, common circuitry for transmit and receive facilities and modular construction—all combining to make the GR.345 the greatest advance for years in its field.

There's a lot more to know about the GR.345. Contact us and we will be pleased to tell you.

Redifon

Communications Division, Wandsworth, London, S.W.18
Telephone: VANDYKE 7281

A Member Company of the Rediffusion Group

HMS FEARLESS

by Pee Jay



Our second article and we still haven't commissioned. The ironing out of a couple of engineering snags coupled with some high pressure working by Harland & Wolff should see us ready by 25th November.

We have completed our Contractors' Sea Trials, which proved very valuable to everyone, stored ship, made the dressing lines and watched our aerials finally swing into place—and there they'll stay we hope!

We would like to mention one of the staff triumphs namely, LRO(G) Frater being selected for the Navy Team in the Combined Services Two-Day Cycle race. His team did very well, coming third overall of the eight taking part, who included some stiff continental opposition.

We thought you might like to hear about some of our predecessors. Six ships have so far borne our name. The first was a Gunboat of 149 tons, built at Gravesend in 1794—here the records are a bit thin because the next one mentioned was a Light Cruiser built in 1912 which took part in the battles of Heligoland Bight and Jutland, during the First World War, surviving all that only to collide with one of our destroyers and end her days as scrap! Our immediate predecessor was a Fleet Destroyer built in 1934. She took part in the Norway actions and Atlantic convoys, but while attached to Force H in the Med she was torpedoed by the Italians. This brings us to ourselves . . . the largest *Fearless*—12,000 tons of Assault Ship, having a crew of 450 Naval personnel, and being capable of carrying a battalion of troops who can be landed anywhere via LCA/LCM or helicopter with all their associated equipment, including tanks, lorries, etc.

The staff will be "Chez Mercury" shortly for our respective P.C.T's—hoping to match our gear with theirs and make a good end-product. Then comes

the big day—Commissioning—Chief Yeoman all smiles—when we meet all the staff including our Army Counterparts (621 Signal Troop, Royal Sigs. Reg.). Are we the first ship to have a Staff Sergeant i/c the Watch? We reckon it will work anyway. We have a quick shakedown en route for Plymouth, picking up LCM's in the process, and there we hope to stay for a while, while W.S.T.G. sort out all our snags—G.E.C. and Cossors' Reps. are praying there won't be any.

HMS GALATEA

by Kuki

We have now completed our first MED leg and turned over to *Rhyl*. Due to the large number of exercises in the Med we managed to work all aspects of communications and test them to the full, especially the ICS equipment. You should see the "Wall of Death Runs" the killicks of the watch do up to the UHF for retuning. Now we are on our home leg.

With amusement we recall the day I dripped to the Chief about NATO ship/shore stations when all the time I was calling on his answering frequency and the occasion when we entered Guzz with an ensign up forward and aft. You should have seen the bunting's phizzog! That's life. . . .

We would like to say farewell to Lt. Barrett and RS Witcher and hello to Lt. Harries R.A.N. and LRO Sprunt.

GIBRALTAR COMCEN

by CRS M. J. Matthews

The Inter-departmental swimming championships here produced excellent results in which the combined Communications/Seamans team walked away with the trophy. R. S. Johnston and RO's Kennedy and Drewry were the team's mainstays, while the W.R.N.S. races were dominated by Communicators in the shape (!) of Wrens Barrow, Low, Haldane, Sunley, Pearson and Walters. Most of the girls collected at least two prizes that afternoon. It is rumoured that if the CRS had been eligible for

An extract from a press release

One of the largest amphibious landing exercises held by RN _____ using both Commando ships _____ to land and support two Royal Marine Commandos _____.



"Well Sarge—we made it!"

the "Veterans" race another prize might have been acquired. However he was able to produce documentary evidence of his "youth" at the last moment and lives to swim another day. Some of the swimmers also took part in the Minor Units championships which were swum off two days later.

Taking to the sea is another favourite pastime here on the Rock. Whether it be weekends to Tangier by M.F.V. or pulling a whaler across the harbour (as reported in the last issue) our staff seem quite at home "sur la mer". This time we have to report that the Wrens (God bless 'em) have been competing in the Yola races which have been taking place this summer. To achieve any measure of success at all requires many hours of back breaking practice and credit goes to them for putting up a good show during the "Week of the Sea" races. They finally managed to beat their counterparts in light blue (W.R.A.F. North Front) and did well to come second against the R.A.F. wives team. The latter had been favourites all season. Our two girls—Wrens Barrow and Sunley—say that although they were disappointed at not having beaten the favourites they enjoyed the "champs" afterwards and resolve to pull harder next season.

A new activity is being planned, and possibly by Christmas the "Rooke Rifle and Pistol Club" will have held its inaugural shoot-off. The club will have facilities for .22 and .303 shooting, the former being carried out on a range being constructed by club members at the disused Gort hospital. A leading

light of this club is its secretary—LRO(T) Oakley: another case of "Annie get your gun"!!

Life here is fairly tranquil and is interrupted only infrequently for exercises and recreational visits from the "Grey Funnel" line. The end of October saw the largest gathering of warships in Gibraltar for some time when the Home Fleet assembly was staged here. Ships arriving at Gibraltar are always welcome to send their Communicators along to us for a tour of inspection and briefing on our functions and capabilities.

Draft chits abound and have caused the sudden disappearance of many a familiar face. PO Wren Jean Dhobie, LRO's Plummer and Killoran and RO's Drewry, Weekes, Kennedy, Grieg, Millar, Milliner and Wrens Waud and Low have departed. We wish them the best of luck in their new jobs. RS Littlewood (the Cecil Beaton of the Comcen) leaves the Service at the end of this year and is taking up a civilian post in Australia. To him happy days and watch that "Didgeredoo"!

Before we sign off we wish to record that two of the Comcen staff have recently decided that being in the same watch for life was better than just for 18 months. RO2 Greener and L Wren Knight were married in August. After a short period on RA they have returned to U.K.

HMS GANGES

by Lieut. R. A. Thompson



Juniors of HMS Ganges lighting the route to the Wardroom for a distinguished visitor

Despite the considerable number of Old Boys now serving in the fleet, it comes as a surprise to hear that many have no idea of what we aim to do in *Ganges*. Perhaps the following brief notes will help to make it clear.

The Juniors curriculum is broadly divided in three parts, the indefinable but well known "character training", school, which will take the brightest boys to GCE 'O' Levels and Technical Training, which in our case means morse, typing, procedure, GCI and Radio organisation. We aim to take the JRO to a standard set by *Mercury* which enables him to finish his communication training with a further 17 weeks in *Mercury* and then go to sea.



Admiral Sir Desmond Dreyer (2nd Sea Lord) talking to CY Tyrer

In summer, large parties of Juniors spend weekends at sea or on the continent while this term 'outside visits' take the place of 'continental tours'. These outside visits enable the Junior to see something of civilian life that he might otherwise have missed—a newspaper office, factory, magistrates court or a local theatre.

Distinguished visitors too are welcome in *Ganges* for it gives them a chance to see what we do and the boys a chance to see a real live Admiral. Admiral Sir Desmond Dreyer and Admiral Sir Varyl Begg have been two such visitors this term.

So much for *Ganges* in general. In particular, this term has been fairly quiet. Captain Watson has relieved Captain Place, V.C., D.S.O., who will soon be joining *Albion*. The 'choir' are polishing their tonsils ready for the end of term Carol Service and some Juniors are strumming their guitars ready for the pantomime.

Christmas will see the departure for *Mercury* of our present S.C.O. Lieut.-Commander R. W. Graham-Clarke who takes with him our very good wishes for the future.

FIRST IMPRESSIONS: A GANGES JUNIOR'S VISIT TO MERCURY

by Drake 212

In mid September, Drake 212 and 213 classes from *Ganges* visited *Mercury* for a day. This was an event to which we all looked forward with interest and excitement, partly because it would provide a break from the *Ganges* routine, but mainly because we were naturally eager to see the establishment to which we would "graduate" in the near future.

Mercury's layout was something of a surprise. Buildings were well spaced out and the establishment wasn't shut in by a perimeter fence. This plus the fact that a public road actually runs through the camp made a pleasant change from *Ganges*. Some of the nissen huts weren't very impressive and we were glad to learn that they are being replaced shortly by a new building.

The food was 'fab' both in quality and quantity and the beds were wonderful! Ratings under training seemed to go to instruction in small groups instead of doubling in classes as we do here. Perhaps this teaches the trainees to adopt the right attitude to

their training from the beginning by making them more self-reliant, and we thought it a good idea. Our tour was well conducted and we enjoyed it, although of course we saw many things we couldn't understand, particularly in the E.W. Section.

On the whole we voted *Mercury* a success and are looking forward to going there when we leave *Ganges*.

HMS HAMPSHIRE

by RO1(T) Dexter

Those who accuse *Hampshire* of being but a grey annexe to Fountain Lake Jetty are to be confounded, for our trials and work-up programme are imminent. A DLG refit raises a crop of problems of how usefully to employ the communications department. In *Hampshire* we attempted the maximum training and advancement only to see the finished RO's 2(U) whipped away for sub specialisation course before they had been to sea in the ship. Other activities included training in boat handling for the Electronic Warfare section (W does not stand for Wet) and we also have our own Action Oerlikon gun's crew. RO(W) Marston has become a Wet bob—he has been accepted for Clearance Divers course and spent a fair part of the refit getting fit at *Vernon*.

A large part of the ship seems to be "ours" and the Buffer of the Department, RS Bray, has spent the hardest six months of his life getting the department's cleaning commitments up to scratch. Just whisper 'Donkeys coming' to any group of communicators in *Hampshire* and watch them all dive for scrubbers and cloths.



HMS Hampshire

RO3 Matthews featured on Southern TV when he was filmed unveiling a bronze and enamel map of the County presented to the ship by the people of Hampshire at the re-commissioning ceremony.

If the impression has been gained that all the extra-departmental activities leave no time for communicating, this is far from correct. The EW team was awarded a prize from the Herbert Lott fighting efficiency fund for their efforts in the Far East and we have just sent LRO Blackburn and RO3 Nash down to the Assembly at Gibraltar as finalists in the Home Fleet Communications competition.

On the sporting front LRO Hall has left, taking his judo black belt with him. The ship's football team will miss RO Coutts, and the departmental team will see no more the valiant acrobatic feats of RO1 Stone in goal.

Our future programme? Trials, Christmas at home (we hope), work-up and then no doubt another session in the Far East.

All ratings shown in the photo except REM Kelly manning the type 634 are communicators. From left to right: RO2(G) Stoker (Communal party), RO2(G) Hodson (Damage control firefighting), RO3 Taylor (Motor boat crew), RO2(G) King (ship's diver), REM Kelly (Weapons and Radio maintenance), RO2(W) Clarke (Land rover driver), RO2(W) Marston (ship's diver), RO2(T) Fielder (Action Oerlikon gun's crew), LRO(G) Hulley (Demolition Party), LRO(W) Blackburn (Motor boat coxswain).

KRANJI WIRELESS STATION

by Exoh.

General (Going the Rounds in Kranji)

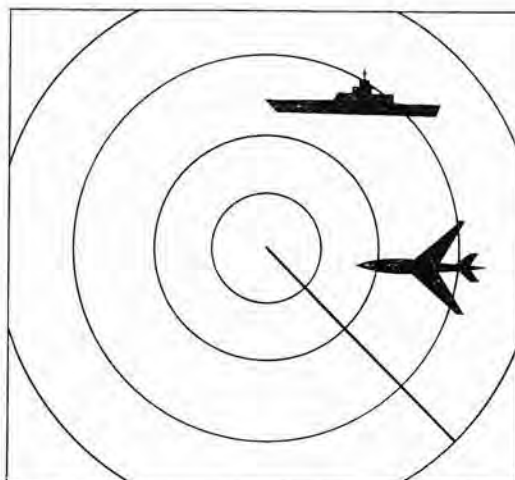
Care to walk around the station and get a picture of the unchanging, the renovated and the new?

Walking stick at the short trail, dog at heel (Suki is still snapping at the heels of anyone who has stayed out in the sun too long!) and off we go from the Staff Office up the path fringed with betel nut palms to the galley area. The new galley has been completed and is in operation churning out "chips with everything". A visiting V.I.P., and we get our fair share of these welcome gentlemen, reckoned it was the finest layout he had ever seen. Our Leading Cook has had incorporated everything he asked for, except the amah's quarters which were turned down on aesthetic grounds and that of possible jealousy from certain groups! It is understood that very soon such Eastern delicacies as Chow Mien hoggies and sweet and sour scouse will be on the menu. The new dining room, tiled tastefully in green, has been in use for some time. A new concrete hardstanding has been laid where before an untidy grass compound spoilt the view.

On through to the Kranji Klub: no one who knew it before May this year will recognise it as the same place now. No longer do the gyrating couples twist in ever present fear of disappearing "below" in a cloud of rotting wood and white ants. They have gaily coloured thermoplastic tiles on a solid cement base to score with their cigarette ends and stiletto heels!! The hard core of drinkers upset their beer and blunt their darts on delicate blue mosaic tiles. The bar has



Part of Controller's Desk in the large action speed tactical trainer supplied to the Swedish Royal Navy.



Simulator Target Control Units in Equipment Room, Central Air Traffic Control School, Royal Air Force, Shawbury.

Simulation Systems

Training and evaluation by means of simulation has become increasingly important as modern systems of detection make the problems of interpretation and reaction more complex. The Simulation Division of the Solartron Electronic Group Limited has, over a number of years, acquired unique experience in the design and construction of simulators for radar and other applications.

If you carry responsibility for radar or sonar training, or for the safe, efficient operation of aircraft or ships – civil or military – you need to know about the Solartron simulation systems.

These important modern equipments permit training of operating, controlling and executive personnel under conditions of complete authenticity, without risk, and for a fraction of the cost of live training.

Solartron simulation systems cover a very wide field of applications, and range from compact marine and air traffic control trainers right up to the largest analogue and digital machines.

SOLARTRON

For - Data Systems - Transducers - Computers
Military Systems - Electronic Instrumentations

THE SOLARTRON ELECTRONIC GROUP LTD
FARNBOROUGH · HANTS
Telephone: Farnborough (Hants) 44433
Telex: 85245 Solartron Fnbro
Cables: Solartron Farnborough
A MEMBER OF THE SCHLUMBERGER GROUP

Other Solartron products include radar video map generators, analogue, digital and hybrid computers, data logging systems, transducers, oscilloscopes, dynamic analysis equipment, digital and general laboratory instruments.

M & P S169

a surround of "Tiger Tops" coloured tiles to blend with the spillage from glasses held in shaking agued fingers.

A TV room, tastefully decorated in cream and brown with modern furniture, has been converted from the verandah along the side.

Externally, the area between the Nursery and the Klub has been flattened and is in use as a Junior Rates Car Park. The patio outside the Klub has been cemented over in green with a red lozenge central. Wooden trestle work surrounds it and climbing ferns and flowered vines are being trained overall. The activities of the Klub, curtailed while the decorations were in hand, have now blossomed forth under the strict control of an Entertainment Committee proper. A grand dance heralded the re-opening of the Klub. This was attended by M.P.B.W. Managers of our area as principal guests. They were directly responsible for the many improvements Kranji has been fortunate enough to have made. A fortnightly social, Barbecue, Hallowe'en and Xmas Dances are all programmed. At last there is somewhere at Kranji where Junior victualled rates can relax and the R.A.'s may bring their wives and families without apologies.

The swimming pool is daily used by young and old. At regular intervals, pongoes from a nearby depot do their qualifying plunge, fully spurred, but thank heavens not booted! The tennis courts are in use regularly and have been re-netted, re-marked and re-painted. A badminton court is marked out alongside for the devotees.

The Chief and Petty Officers' mess has been re-tiled throughout. An unsightly hedge has been replaced by a small neat hibiscus one and allows a very pleasant view of the kampongs and banana plantations towards Tengah.

The main transport park has been concrete edged, as have most of the roads around the Admin. area. The exit road has been widened.

The Wardroom has undergone a facelift; it has been repainted, has had the patio tiled and an attap (local thatch) roof put over. The view from here is really wonderful, from Bukit Gombak on the extreme right to the aerial farm on the left, taking in Yew Tree Village, Bukit Panjang with its mosque and the distant sound of the 'Caller to prayers', Johore Bahru on the horizon with its Palace and new skyscraper flats.

The accommodation blocks have been repainted and are now fitted out with standard type furniture. They are generally full these days with course personnel and Senior and Junior rates from ships of the Fleet undergoing long refits in the Naval Base. We have had contingents from *Bulwark* (P.O.'s), CMS's ships company, and recently *Euryalus*' communication staff. They have all appeared to enjoy themselves. We welcome them as they do boost the NAAFI rebate, and the accommodation needs to be continually lived in to keep it up to scratch.

We have been visited by the following Senior Officers who in the main have expressed their satisfaction at the welfare and general state of the station:

Vice Admiral Twiss, KCB, DSC, Commander Far East Fleet, Rear Admiral Ashmore, DSC, Assistant Chief of Defence Staff (Signals), Rear Admiral Mason, ADC, Chief of Staff to COMFEF, Captain Dalrymple-Hamilton, CVO, MBE, DSC, Director of Naval Signals, Captain Hawkrigge, OBE, Deputy Director of Naval Service Conditions, Captain Seymour-Hayden, ASWE.

Finally, we are constructing a nine hole golf course. Four holes are almost completed. With the continuing voluntary assistance of the already bitten, it should be possible, and from comments so far heard, it will be well patronised. By the New Year it should be playable.

With such attractions I hope you will now look forward to your Far East draft, even if it's only to have a stay at the "Butlins of the East".

(P.S. We have asked for a set of red blazers for our Senior Rates!!)

The Signal Training Centre

By the time this goes to press, changes will have been made among the staff of "The College of Knowledge", Far East. CCY Greenfield has already arrived to relieve CCY Ryrie who will be steering 270 during the second week of October. CCY MacArthur eagerly awaits the arrival of CCY Whitlock and will probably be in Bonny Scotland in time for Hogmanay. Our current affairs expert, CY Taylor, was last seen oiling his tonsils at Paya Lebar Airport and we hope he enjoyed the long talk home.

The demand for our post graduate courses and examinations for Advanced Qualifications has risen sharply.





HUNTS new M310 Miniature 'Polymite' metallised film tubular capacitors are not elaborately housed—in fact the housing has been reduced to the minimum.

HUNTS designers have cannily combined 'polyester' film dielectric with their famous 'castellated' miniature winding and terminal techniques to produce a capacitor which is truly miniature while retaining all the electrical, shelf-life and recovery characteristics which users expect from HUNTS.

Let us tell you more about the M310. Write or 'phone for full details of 'Polymite' performance.



A. H. HUNT (Capacitors) LIMITED

BENDON VALLEY · GARRATT LANE
LONDON, S.W.18.

Telephone: VANdyke 6454 Telex: 25640
Factories also in Surrey and North Wales

C.R.R.

Having missed the last issue, we will endeavour to cover the last six months news of Kranji C.R.R.

Since March, there have been several staff changes. Lt. Clarke, ex *Bulwark*, has relieved Lt. Haggart, CRS Huggett has relieved CRS Gardner, also leaving us for sunny U.K. We've said farewell to RS Wilkinson, RO1's Youde, Grant and RO2 Tillyer; the latter we believe is now in Bonny Scotland. With the reliefs safely installed and the organisation running smoothly, we now prepare to lose the backbone of our staff, namely RS's Rockett and Lochhead, LRO's Collins, Beal, Downey, Lewis and RO1 Mearns in the course of the next few months. Recently we have employed seven new local civilian operators, giving us now a fair working number and enabling us to improve our ship shore facilities by increasing the number of operators on each frequency. These facilities, we hope will be further improved in the near future by the introduction of the Bandmaster system.

Talking of modernisation, the long planned morse room is still in the drawing stages, electrically, and it is doubtful whether we will have our improvements before the Christmas rush, although the bays have been produced and the renewal of the lighting partially completed.

Ratings drafted to *Terror* for Kranji are advised to write to the person they are relieving or to the CRS as there are several points which can be explained and assistance can be given if required.

Funnies

Overhead in M.S.C. Singapore.

Final Checker to Router:

"Why did this go to *Hawk* and *Teal*?"

Router:

"Why?"

Final Checker:

"They are XMT addressees".

Router:

"Well, they have to know that they are exempt."

HMS KENT

The first phase of the Commission took *Kent* to sea from Portsmouth in mid July, sailing to Wales for a three week exercise, nicely punctuated by two long week-ends spent at anchor off Douglas, I.O.M. We then had a visit to Belfast, which was our first return to the land of our builders, Messrs. Harland and Wolff; many old friendships were renewed. From Belfast we sailed for the Clyde and the Home Fleet Assembly and Review by Her Majesty the Queen. All hands were employed making us look presentable for the Royal Visitors and on the day both CCY Saunders and LRO Sharratt were presented to Her Majesty when she came on board.

We left the Clyde in very good spirits (BRAVO XRAY) and proceeded to the birthplace of the Beatles, alias Liverpool, where we were offered a



HMS Kent at Esquimault

wide variety of entertainments, of which we took the greatest advantage. After Liverpool came Guiz, then on to Chatham, where the second phase of the new commission joined the ship, and the last of the old left us. After a short commissioning ceremony on 9th September, we retired into the bottom of a dry dock, where we have been ever since.

So far the new commission has shown that we are all very good sportsmen; we provide the bulk of the ship's 1st XI soccer team, and the majority of the shooting team. We also boast two good teams of ten pin bowlers.

Since the start of the refit, we have farmed out quite a few members of the staff to more worthwhile jobs around the fleet and establishments, while those remaining are kept employed running the department, on continuation training, and as previously stated, playing games!

Eventually we hope to sail with the most efficient staff ever put together, that is if the ship is ever put together again!

HMS LOCH FADA

by CY Dance

As we are the last R.N. "Loch" class, we thought an article would be appropriate.

The commission is now ten months from the start of the first phase, the second and third phase having joined at three month intervals respectively. It would appear that this system works well.

Our staff consists of: RS Johnson, CY Dance, A/RS Whittlecraft (due for draft soon because of advancement) LRO(T) Maskerry, RO2(T)'s Hill and Meldrum, RO2(G)'s Dent and Shill, RO2 Took, RO3's Staff and Spendlow, JRO's Hughes, Parratt and Sculley.

So far we have had three very good visits to H.K. plus Bangkok, WHOW. Now we can settle down to numerous patrols, looking forward to visits next January. I'm afraid I can't give any comments on exercises. "Doesn't anyone want a sixteen knot vessel?"

In sport we are well represented; rugby team claims four, (all volunteers after a slight brain-washing course). We hold the small ships' cup at the

we call it

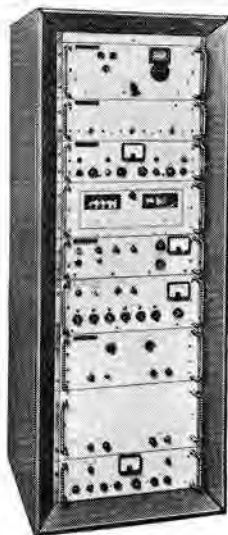
Speedrace

why? because you can

- 1** install it **RAPIDLY**
- 2** change frequency over the full H.F. range **RAPIDLY**
- 3** change mode or operational state **RAPIDLY**
- 4** adapt to new requirements **RAPIDLY**



TA 184 10 kW linear amplifier



RTA 191 Receiver terminal



LA 304 Remote Control Console



MA 228
Exciter
Unit

"Speedrace" satisfies nearly all HF communications requirements, being assembled from standard sub-units into remotely-controlled, automatically-tuned reliable systems. Static or transportable installations. Available with output powers 1 kW to 10 kW. Incorporating most modes of operation, 280,000 synthesiser-controlled operating frequencies of unsurpassed accuracy and stability.

RACAL

a name to communicate

Write for full details to: —

RACAL COMMUNICATIONS LIMITED

Western Road, Bracknell Berks.

Tel: Bracknell 941. Telex: 84166. Cables: Racal Bracknell.

moment. There are two in that other game of football called soccer, one waterpolo player plus the RS in various other sports.

A small signal heard on HIC: "Pilot House what is the position of 'B' buoy?" Reply in a Tamil type English voice, "B" buoy is in between A and C buoys". We can but try!

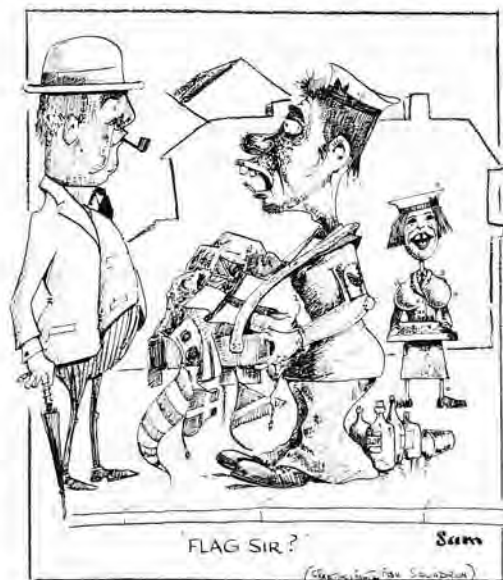
HMS LOCHINVAR

Port Edgar

Since my contribution for the summer edition, which was not printed, (I suspect "POTS" never despatched it) life in *Lochinvar* has been very much the same as in previous terms. The inevitable changes in staff have taken place with LRO(T) Gamble leaving us for far distant waters and LRO(T) Young due to leave us very shortly for HMS *Llandaff*. These have been replaced by two "Londonites", LRO(T) Ron Latcham and RO1(T) Rattray, who have in a very short time forgotten the intricacies of HMS *London* and now accept our teleprinter, telephone and type 691 as an adequate means of communication.

Exercise-wise this term has been fairly quiet; only two have taken place, one at Invergordon, which mainly involved our R.N.R. friends and the other off Ostend when our too few ships joined with *Vernon* and a Belgian squadron of Minesweepers. Fortunately, the "TOO FEW" situation will be resolved in January when the new First Mine Countermeasures Squadron forms. Then, once again, Port Edgar will be bustling with ships. More exercises are due shortly in the Forth area, with visitors from Belgium and Holland and our old friend of the 5th Minesweeping Squadron from HMS *Vernon*.

The Staff Communication Officer (Sub Lieutenant



Macindoe) is still with us, although he spends most of his time fulfilling his additional duties of Berthing Officer and Boat Officer and his favourite cry, particularly after berthing or slipping numerous ships on a particularly filthy morning is, "I should have been a bleeding BOSUN".

HMS LONDONDERRY

by RO2(T) BRADY and RO2(G) SMART

The last time we wrote we were on our way to Portland for the much dreaded work-up, which we found to our surprise much easier than buzzes had led us to believe. We still had plenty of work on and it sorted out the department. A certain J.R.O. broke the monotony by spending fifteen minutes answering a lighthouse which he thought was calling us.

We sailed for the Far East on 31st August, exercising on the way to Gibraltar with *Dainty*. Three days were spent in Gib, which gave our new J.R.O.'s their first run ashore foreign, and the older members of the staff a chance to get into training for hectic runs in the Far East on Tiger and San Mig.

We are now living it up in Singapore before we start our patrol period. The buzz is Hong Kong for Christmas, stopping for a day at Subic Bay.

One of our other J.R.O.'s now believes that speed flag sockets are a method of making morse by sound, one tube for dits, one for da's and one for scrambling the transmission.

We are hoping to send two RO2's up to Kranji for a fleet board during our self maintenance period.

Since our last article there have been many changes of Staff, which now consists of:—

RS Reitzler, CY Butler, LRO(T) Kemp, LRO(G) Jackson, RO2(T) Harris and Brady, RO2(G) Smart and Seville, RO3(U) Dopson, Kane, Grady, Wiles and Sherrington, J.R.O.'s Pitts, Davis, Bullmore and Coe.

CY Butler and RO2 Harris leave the Service shortly, and LRO Kemp is due to pick up his CY rate. It's now back to patrols and hectic runs: see you all in the New Year.

HMS MANXMAN

by The Staff

The tally "three-funnelled greyhound" has been adequately replaced by the cry of "Pusser's own Queen Mary". Like her namesake, time seems boundless for *Manxman*, for after twenty-five years of service in the Andrew she still leaves many a modern ship with what must be an inferiority complex, "Will we last that long?"

Our forward support role has been augmented by our patrol requirements which are now our number one priority.

During the pre-Bangkok jolly-patrol we were struck down with condenseritis so returned to Singapore for a two-week S.M.P. As a bonus for missing Bangkok, RFA *Manxman* was despatched

NAVAL RADIO TRANSMITTING SYSTEMS



Complete flexible
systems
for any class of vessel



Adopted by the
Royal Navy and ordered
by navies in
the Commonwealth
and NATO

■ Precise frequency setting and positive stability allows full advantage to be taken of SSB which provides the most reliable communications under difficult conditions of propagation or interference ■ Continuous frequency coverage from 240 Kc/s to 24 Mc/s ■ Covers all types of signalling ■ Broadband amplifier and synthesizer system provides simplest operation and almost eliminates tuning ■ Aerials can be sited for maximum radiating efficiency.

MARCONI NT 203/204 SYSTEMS



COMPLETE NAVAL RADIO AND RADAR SYSTEMS
THE MARCONI COMPANY LIMITED CHELMSFORD ESSEX

to H.K. with spares and for seven days shore leave. As we returned we received the inevitable signal "PROCEED WITH DESPATCH FOR PATROL".

We have onboard a few sparkers who would seem to dislike using any station more than once; RO2 Macpherson, an excellent example, has used every station in the book, bar 4SI Ceylon Radio, Welisira, but as he says, "It will be done".

Shortly, the comms staff will suffer an upheaval. RO2's Ingham and West, LRO Broome and RO1 Dow are all eagerly awaiting interplane signals while RO2's Purnell and Macpherson form part of the new crew.

Purnell has already won a third gold pencil for *Manxman* in the F.E.S. Morse Handicap Competition, with RO2(T) Ingham placed second.

The staff is now Lieut. O'Brien (SCO) (Temporarily 1st Lt.), Lieut. Barbeary (D.O.), CRS Bate, CY Rees, LRO(G)'s White, Broome, LRO(T) Sandham, RO1(T) Rice, RO1(G) Dow, RO2(G)'s Purnell, West and Macpherson, RO2(T) Ingham and Ainslie, RO2's Jones and Fields, JRO D'Rozario.

FIRST MINEHUNTING SQUADRON

This no doubt will be the first article ever received from *Kirkliston*, leader of the 1st M.S. under the command of Lieut.-Commander H. G. De Courcy-Ireland.

We are based at Port Edgar and usually do day running in the Firth of Forth when not on exercises, which are pretty frequent here. Those of you who have never been on Hunters would find it a bit slow but very interesting work. Among things we have found are a Churchill Tank, umpteen beer cans and over 100 mines. Sometimes we hunt for crashed aircraft. We also had to look for (and found) an acoustic displacer lost by a Reserve Minesweeper during an exercise.

At Ostend we were in company with *Reclaim*, *Plover*, *Lewiston* and our sister ship of the 1st MHS, *Iveston*, under the command of Lieut.-Commander Ruddle. On completion of that visit the 1st MHS then sailed for Wilhelmshaven for an informal visit. We were well entertained by the German Navy and were invited to their canteen to drink as much free beer as possible. The few who were there made not a bad job of it.

By the time this goes to press Mini "Centex" will be over.

HMS PENELOPE

by joint effort of the Staff

In two days time the ship will be two years old and many miles will have passed under her keel, to



HMS Penelope

be precise 67,891.2; this figure we challenge any of the Home Fleet ships to better.

There have been numerous staff changes since our last contribution. We are now: CY Whitehead and RS Normington, LRO's Barlow, Leppard, Butler, Rose, RO1's Coombs, Conway, RO2's Harris, Smith, Williams, Dibben, Lewis, Newman, Clarke, Stanwick, RO3's Suthers and Price.

This term we have said farewell to Cdr. J. L. N. Ommanney who has been succeeded by Cdr. R. A. Hoskyn. Lieut. C. C. Morgan has relieved our N.O. Lieut. P. J. A. Ford who shortly takes up his new appointment as 1st Lt. of *Shavington*. LRO Butler has relieved LRO W. Morgan, who has departed to join the ranks of trade unions and white collars. The new CY is J. Baldock; meanwhile the RS carries on.

This year we have strengthened relations with Denmark, Holland, Derry, Wrens, Gibraltar, Madeira, Shetlands, France, Las Palmas, Germany and Liverpool.

Amid murmurs of "Who the hell has been playing with the 603's?" we are reminded of our technical staff of 2 R. El's and 1 REA and their working hands who keep us well provided for. They are often hard pushed to perform the impossible, for instance perming any 8 from 7 when H.F. circuits are required.

An ex-Mercurian, RE1 Gilbert, now back in circulation after a spell in Oslo, wishes to extend his regards to his Communication friends.

PORTISHEAD RADIO

by the Officer-in-Charge, Mr. T. N. Carter

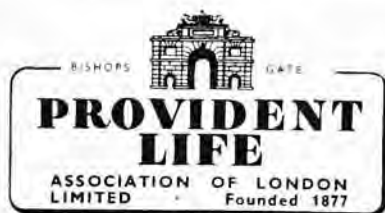
The Wireless Telegraphy Section of the G.P.O. first provided a long distance ship-shore radio service by equipping an ex-Army station at Devizes in 1920; the equipment operated in the 110-160 kc/s band and ranges of 2,000 miles were by no means uncommon. Within five years it became apparent



His savings are piling up —are yours?

Provident Life progressive savings scheme and Life Assurance offers you, at age of 18, a cash payment of £969 when you leave the Navy after 22 years' service, plus life cover for the family. For only £3 per month — or a pension of £195/12 — a year at 65—saving and security.

Period of service	Monthly allotment or banker's order	Family cover in the service	Pension on civil retirement
22 years	£3 per month	£969	£195/12 p.a.



Fill in this coupon now—and send it off

To Provident Life Association of London, Limited
246 Bishopsgate, London, E.C.2.

Please send me details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age Next Birthday

C

that separate receiving and transmitting stations would be needed and these requirements were met by inaugurating a new receiving and control station at Burnham-on-Sea in 1925 and, shortly afterwards, providing a new transmitting station at Portishead. One year later the first HF equipment was installed and by 1939 fifteen receivers and six transmitters were handling 3,500,000 words per annum.

The transmitter station at Portishead, which lies about 20 miles NNE of Burnham, is at present undergoing a modernisation programme which on completion will provide Burnham with remote control of all necessary transmitter adjustments. There are now 23 transmitters supplied by STC, Redifon and Marconi and these are keyed from Burnham on two 12-channel voice-frequency telegraph systems but if necessary Burnham can also key transmitters at other transmitter stations to meet any emergency or extreme pressure period.

The total staff at Burnham, including a Royal Navy contingent, is 119 and Portishead employs a further 32.

In December, 1964, Portishead Radio handled over 77,000 messages but apart from the Christmas pressure period an average month's total is around 44,000. The traffic includes naval messages, a small amount of traffic from aircraft, medicos (with the co-operation of Weston-super-Mare General Hospital), occasional traffic from Thorshaven (when Burnham acts as a reserve for the normal cable route), meteorological and navigational broadcasts, press broadcasts, and of course the social, business, navigational and distress traffic of merchant ships. Consideration is now being given to the transfer of the marine HF R/T service to Burnham and by the time these notes appear in print we will probably have inaugurated a permanent data transmission service.

The first 15 minutes of single operator periods are relatively quiet because most British ships are copying Area traffic lists; other ships would find contact relatively easy during these periods. On the other hand, during the periods 0015-0030, 0815-0830, 1215-1230 and 1745-1800, we are heavily engaged in dealing with ships' weather reports and, as these messages have a high priority, we would appreciate any withholding of other traffic.

We all know the vagaries of radio conditions and the impracticability of providing a thoroughly reliable 24-hour service over a long distance and these reasons make the Commonwealth Area Scheme of such inestimable value.

The efficiency of the ship-shore radio service depends largely on the mutual understanding existing between ship and shore staffs and it is hoped that this article has provided an insight into the workings of Portishead radio. Visitors from any sphere connected with the marine radio service are always welcome at both Portishead and Burnham but if you cannot pay us a visit please do not hesitate to

write if you feel that we can help or if you have any constructive criticism to offer. Visitors and correspondents may wish to note that the postal address is Post Office Radio Station, Highbridge, Somerset.

FOOTNOTE

by Lt. A. G. Lewis, R.N.

Frequently we hear that H.M. Ships complain that they are not worked in their correct order by the Shore Station. We can assure them that this is not the case, as it is possible that they do not realize that Merchant Ships have more than one working frequency in each band. Passenger ships have up to three.

It can be seen from the above that as H.M. Ships have only one C.W. and one RATT working frequency in each band, delays are bound to occur if there is already an H.M. Ship working. It would greatly help if ships so fitted would endeavour to use RATT whenever possible, as it would mean that we could then have two H.M. Ships working at the same time, one on C.W. and the other on RATT.

For the aspiring LRO or RO who wishes to volunteer for Burnham, it should be borne in mind that the following essential requirements here are:—

(a) A good operator capable of receiving up to 25 wpm.

(b) Transmitting up to 20 wpm.

Providing an operator can fulfil the above he should have a happy time on the Station. For the married ratings we have eight new bungalows as Service Married Quarters. All single ratings are accommodated in lodgings.

The Watchkeeping hours are as follows:—

Day 1. 1300-2200.

Day 2. 0800-1300, 2200-0800.

Day 3. Rest Day.

Day 4. Off.

Day 5. As for day 1.

It should also be remembered that the Naval operators and their Civilian counterparts (Radio Officers of considerable experience), are interchangeable at the H.F. positions. Because you wear a Uniform it does not mean that you only work H.M. Ships.



148 BTY. R.A.

by RS M. J. Perry

The Far East N.G.S. team, after existing happily in Hong Kong for almost 20 years, decided in August to shift to Singers. Their temporary home is Nee Soon but they hope to settle next year in RNAS Sembawang as part of the Brigade which will finally be gathered together. The move was achieved without any of the customary difficulties; the Army and Navy combined to think up new ones to such effect that chaos was (and is) complete. The incoming army personnel arrived in September. Midway through this, Exercise "Guardrail" erupted and by delaying flights home, "borrowing" past members of the Battery and any one else who couldn't think of a good excuse, we provided N.G.S. parties for Subic and Balambangan, these parties moving from ship to ship before joining up on *Albion*.

The end of the year sees many changes in the "Grey Funnel" element when LRO Atkinson, RO2 Holton, RO2 Armstrong, and RO2 Benfield will be relieved by RO1's Fiddler, Pullen, RO2 Innes and LRO Booth respectively, which will leave RO2 Parker as the solitary old hand here.

September was marred by the death of five members of the Regiment in a road accident. One victim was L/Bdr. Brian Coldron who until last year was a member of the other side as an RO2.

Finally we extend our thanks to the many establishments and ships who have listened to our tales of woe as the Green Beret Locusts descended in need of just about everything from distilled water to much rarer liquids. We hope to repay these debts one day (if you can catch us) and will try to spread the bite around evenly.

HMS ROTHESAY

by The Department

We arrived back from our first leg in the West Indies on June 9th having been away for eleven months. We anchored at Spithead overnight as someone forgot to apply for visas to enter the U.K.

After the five-month refit we spent a week, day running, from Portsmouth to check the workings of the interior; the dockyard are said to have shadowed us with two tugs.

Five days down at Portland soon found the "Communicators" cobwebs in equipment and methods, but we managed to get by with the (T)'s in two watches and (G)'s in three; the poor over-worked staff still managed to go ashore in force on the only two nights we went alongside.

Recent arrivals include RS Long and LRO(G) Taylor in place of LRO(G) Dodgshon who became P7R.

Our last leg consists of six months in the West Indies, which includes escorting Her Majesty the Queen when the Royal Yacht visits the Islands in February and March, and then home for Easter.



A new Headset from S. G. Brown

One of a range of new headset types now available from BROWN COMMUNICATIONS, the Canada HA10 Headphone is available with or without boom microphone. An excellent reproducer of high quality sound, the headset features liquid air seals which considerably reduce interference from outside noise. The headset is available in either mono or stereo versions.

Full details of the Canada Headset and other new types will gladly be made available on request.

CANADA HA 10 HEADPHONE

Frequency 20-15,000 c/s
(30-10,000 c/s \pm 3db).

Harmonic Distortion less than 2%

Max. Acoustical Output 130db.

Ambient Noise Attenuation
40db at 1 Kc/s.

Liquid Filled Air Seals

Plugs-3 circuit phone stereo.
2 circuit phone mono.

Impedance Stereo 8 ohms-3 K/ohms.
Mono 4 ohms-6 K/ohms.

Microphone (not illustrated) 48 ohms
dynamic close talking.
37db Attenuation at 4 feet at 1 Kc/s.

Frequency 50 c/s-10,000 c/s.
12db peak at 4,000 c/s.



HAWKER SIDDELEY

BROWN COMMUNICATIONS

Hawker Siddeley supplies aircraft, aerospace equipment, diesel engines, electrical power generation and distribution, electronics, alloys, and general engineering products. World-wide sales and service.

S. G. BROWN LTD.
KING GEORGE'S AVENUE
WATFORD, HERTS.

Telephone: Watford 23301
Telegrams: Radiolink Watford
Telex: 23412 Radiolink Wtd.

C IN C SASA MSO

by CRS D. A. Marks

Once there were ten Cape brandies, then there were nine, then there were eight . . . and so it is with Communicators here in the Cape. There are still a few of us, but we are becoming a rare species.

Many South Africans in the Cape are sorry to see the R.N. reduce to a small community. One South African said to me 'There is something unique about bell bottoms and blue jean collars as worn by the British Matelot—no one else quite looks the part'.

C in C SASA's MSO is still open for business and like the 'Windmill' theatre in its heyday, 'We never close'.

Life is good to R.N. personnel on the station and our South African contemporaries are friendly, co-operative and keen. Cape Naval Radio under the watchful eyes of Lt. Armstrong S.A.N. and WO II Warr S.A.N. (both of whom are ex-R.N.) has become an efficient T.R.C. in its own right.

Most of the Staff have their own transport. In May a Communicators' car rally proved most successful, with first prize being awarded to LRO(T) Spencer who turned in the best average time with least penalties. Second prize went to CRS Marks and the bottle of 'champers' to Mrs. Milton, wife of LRO(T) Milton, for her navigating. Unfortunately the F.C.O. made a detour to collect a baby's napkin and suffered heavy penalties. A rendezvous in the Senior Rates mess for big eats and prize giving completed an excellent day. The only mishap was when RO1 Daley's car bubbled in protest and refused to accept the climb to the Cableway Station of Table Mountain.

We wish all Communicators the compliments of the season and for those of you who like to know where your oppos are with quiet numbers, I intend to remain—Anon.

RNCC SINGAPORE

by CCY Tyler

Many signals have passed through the mill since Easter but we occasionally see a flash of humour which brightens the scene: the personal signal between two officers which concluded—"para 3 Brest regards"—presumably bosom pals; or the case of a rating (branch to be nameless) who was hit on the head by a helicopter rotor blade, the report of which read, "No injury to rating, but blade pocket dented beyond local repair".

During their off-duty periods the staff are competing in a soccer competition against their Army counterparts in the Army Comcen. A cup has been purchased by the three senior ratings of "C" watch and the object of the competition is that a watch from the Comcen not holding the cup may challenge their opposite numbers to retrieve it. At the moment it graces our trophy case with a dart trophy also won from the Army, plus their squadron mascot, a brass Buddha. How we obtained this last item

is veiled in mystery. In addition we hold the *Terror* Aquatics cup which was won much to the surprise and consternation of the competing teams.

The minesweepers of the Inshore Flotilla are kept very busy with their anti-infiltration patrols, but they too have an occasional incident which brightens their task. It appears that young ladies have to be wary not only of wolf type motorists who conveniently run out of petrol. A sweeper intercepted a drifting motorboat at 0400 and on investigation, found it was occupied by a young lady clad in just shorts and blouse and accompanied by a middle-aged man. They had run out of petrol at 1700. I wonder why the purchase of motorboats is at such a premium just now.

For those of you who expect to join us in the future, a word about the local situation. Confrontation puts a heavy burden on ships who are required to maintain anti-infiltration patrols. Although mainly a boring routine job of work, there is the occasional sortie with armed Indonesian sampans. Ashore, things are quite normal except that the parting of Singapore from Malaysia has tightened up the customs checks on the causeway to Johore Bahru which sometimes means queues of traffic and a long wait to get across.

HMS TILFORD (SDB1)

by Spidz

"Give me a small ship", I think that's the saying, but although we have our own fun we still find we have plenty of work to do.

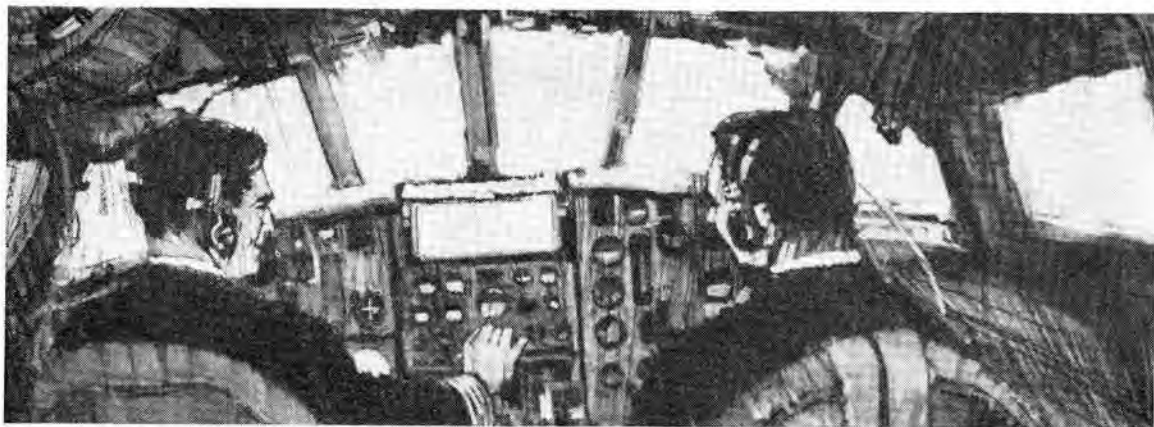
Nothing very exciting commswise has happened since commissioning.

Being all ex-Whitehall ratings we're all hoping to resume our previous positions (we will even send CND a Christmas Card).

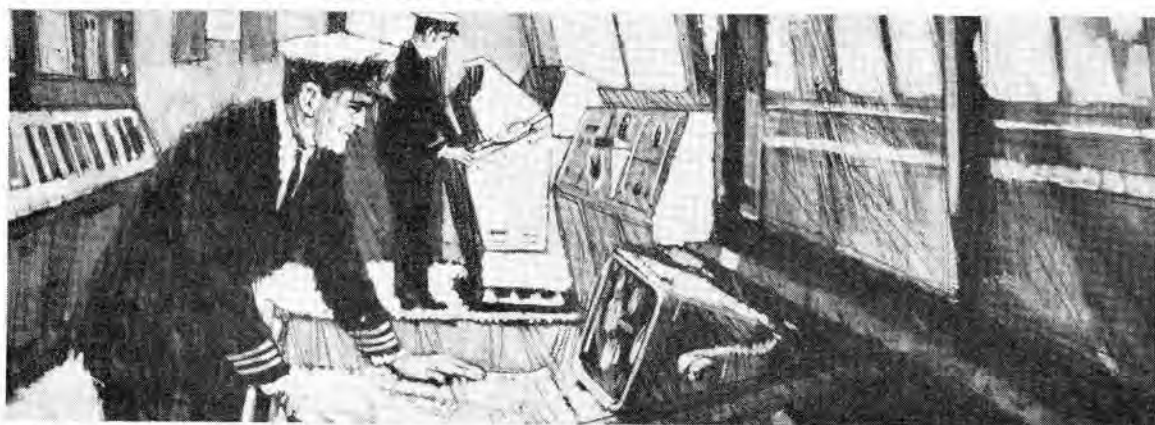
Hope some of your readers think of us on patrol—it's rough!

Our staff—LRO(G) Webb, RO2(G)'s Webb and Nash, RO2(T) Williams.

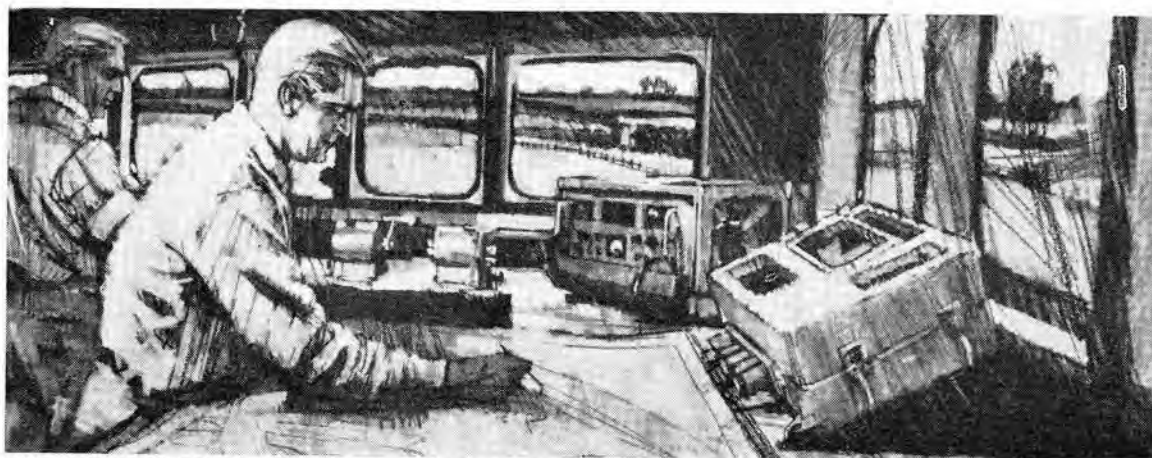




THE DECCA



NAVIGATOR



THE WORLD'S MOST ACCURATE NAVIGATION SYSTEM

The Decca Navigator Company Limited London

HMS TIGER

If you want to spend each weekend at a different place, then volunteer for HSS in *Tiger*, for apart from returning to home ports for leave and maintenance it can truly be said that we are always on the move.

Since April we have been as far north as Narvik, south to Madeira, east to Tobruk and have visited Hull, Newcastle, Belfast, Clyde and Liverpool on the Home Front. Gibraltar, Malta, Sardinia and Split have seen us and we hope to visit Crete, Genoa and Monaco.

You will have read in THE NAVY NEWS all about Jack Tar, the nickname given to The Round Britain Cruise. Suffice to say that communications were at full blast and that no leave was ever looked forward to more than Summer.

Of course the Clyde Assembly was far and away the busiest time but with the help and professional prowess of fifteen ratings from the Med Fleet Pool, three from FOAC's staff and six from *Centaur* we were able to keep our heads above water.

In conclusion we wish Sub. Lieut. A. E. Fields success and an ICS fitted ship in the future and take this opportunity of thanking him for the very considerable help he has given, especially in EW.

HMS TRIUMPH

by LRO(T) P. Burke

Here once more is a contribution from the resident member of Singapore Naval Base. We are now a well established sight at "C" buoy with our usual two or three escorts alongside. From signals received, all of them appreciate our maintenance and catering facilities.

Since our last article there have been a few staff changes; we have lost CRS Macdonald due to illness (we wish him a speedy recovery) and are soon to be joined by CRS Meldrum. RO2 'Tug' Wilson is now in Sweepers having swapped with RO2 Chambers.

The virtualised members of the staff were very happy when draft chits arrived onboard allowing them to be home in March. Alas, hopes were soon dashed when C.N.D. realised the error. We hope we will not be forgotten when the correct time comes.

Our trip to Hong Kong looms nearer, then back to S.N.B. for Christmas and we hope, alongside: a strange word after nearly ten months at a buoy.

We wish all Communicators a Happy Christmas and New Year; we look forward to seeing a few of you next June.

HMS VICTORIOUS

by RO2 Hayes

This time last year, I was on draft to *Victorious*, a thought I didn't in the least relish! Try as I did, I just couldn't shake this draft. I even offered to swap my 'oppo' for the *Lion*. So it was that on the

6th November, 1964, I arrived at Paya Leba airport on my first draft East of Suez.

I very soon thereafter embarked upon my communications career in *Vic*. My first couple of months were spent in the Cryptographic Dept. Just after Christmas, I was allowed in the BWO to join my first watch, and subsequently became Broadcast "king". You can imagine my surprise and delight when one morning I found I was printing the 4 mcs component of HNR's; the RS of the watch unfortunately didn't share my enthusiasm for this. At this time, unknown to me, my immediate future had already been decided. I was sent to the V.S. dept. where I forged ahead and was accorded the honour of being made flagdeck watchkeeper.

The monotony of "Fotex", "Seahorse", etc., for me was broken by a number of epic runs ashore at a few of our more pleasant ports of call.

A seemingly endless commission neared its end when on the 30th June, 1965, the *Vic* left Singapore. Much to everyone's relief, we didn't stay long at Aden, just long enough for our sports teams to thrash other members of H.M. Forces, particularly the R.A.F.

The 27th of July saw us glide alongside the Middle Slip Jetty in Portsmouth, where friends and relations had gathered.

Now the *Vic* is in refit, and most of us are going on draft to other ships and shore bases. Much as we all cursed her rusty bottom at one time or another, there will be few of us who will not remember her with a little pride and even a little affection. My next draft?

HMS VIDAL

by RS Shuttlewood



We recommissioned on the 9th September and at present are dry-docked in Chatham before taking up our more normal haunts in the West Indies during the latter part of January.

During this refit the M.W.O. has been stripped completely and Comist fitted, so wireless wise the "White Lady" is having a real face-lift.

The last commission made a courtesy visit to Leningrad and on September 21st the Russian

Survey Ship *Nikolay Zubov* paid a return visit to the Pool of London, *Vidal* being their hosts. This included a trip to Chatham Dockyard, rounded off by drinks in the local. The following day, a party from *Vidal* escorted the Russians round places of interest in London after which we were entertained to lunch onboard, complete with vodka.

Our future programme includes escorting the Royal Yacht for The Queen's visit to Trinidad and Tobago, Trinidad Carnival and later in 1966 visits to Washington, Canada, Labrador and Iceland.

From: RS Shuttlewood, LRO(T) Down, (ex *Mercury*), LRO(G) Winter (ex Whitehall), RO1(T) Nash (ex F'Southwick), RO2(G) Rutherford (ex *Capic Clyde*) and RO2(G) Milne (ex *Fulmar*) A Merry Christmas.

HMS WARRIOR

by LRO(T) Hagger

If you are reading this article, a good guess is that you have been to CINCH/CINCEASTLANT or that you are expecting to join us soon. If neither, you are probably just an O.D. who reads THE COMMUNICATOR from cover to cover so as not to miss anything.

Anyway for the 'old ship' and 'black cat' ratings who would like to know how things are up at Northwood—they don't change very much. The Galaxy Club extension is well under way and behind *Warrior* block, the RAF have decided to build another, rumoured for WRAF, but probably for RAF.

Many come and go but CCY Bill is in the chair of the MSO at the moment; he has a draft to *Terror* soon. CRS Rogers is in the chair of the Comcen.

Those of you who are coming here shortly can expect normal Comcen work or MSO work. It is a Joint comcen but the MSO is almost completely R.N., although the WRAF have established a foothold as Tapists and Tails.

HMS WHIRLWIND

by RO1(G) M. A. Johnson and
RO2(T) R. J. Warfield

It is with regret that we inform you that another old faithful fades in the spring from the operational scene.

The last article found us returning to Chatham and a good leave for all. There were certain staff changes, as we lost RO2's(G) McNevin and Jacobs to *Mercury* for a 'W' course and gained two more U's. We then had a pleasant period of cruising in and out of Portsmouth, supplemented by visits to Zebrugge and Rouen. Finally, we sailed for exercises and then to Londonderry for an "Oceanex" (a little better, if there are such things as better exercises).

After leave the branch saw many new faces. The original (T) department remained intact but only two (G's) survived. Much to the dismay of everyone the strength, but not the standard, of the W/T department (except, of course, for the new LRO(G))

ERSIN

Multicore
SOLDER

For quick, easy, faultless soldering

Ersin Multicore 5 core solder is easy to use and economical. It contains 5 cores of non-corrosive flux, cleaning instantly heavily oxidised surfaces. No extra flux is required.

SAVBIT SIZE 12 REEL



The size 12 reel contains approximately 100 feet of 18 s.w.g. Savbit alloy. (Also available in 14, 16, 18 s.w.g. in a size 1 carton—5/-).

15/- each

SIZE 1 CARTON



Containing 29 feet of 60/40 18 s.w.g. Multicore 5 core solder. Available in other specifications. Each carton has a hole at the top through which the solder can conveniently be drawn

5/- each

LOW TEMPERATURE SOLDER



Specifically for Printed Circuits and High Temperature Sensitive Components. 212 feet of 60/40 High Tin Quality 22 s.w.g. ERSIN MULTICORE SOLDER (size 9 pack containing 24 feet—2/6).

15/- each

BIB WIRE STRIPPER AND CUTTER



Strips insulating without nicking wire, cuts wire cleanly, adjustable to most thicknesses. Splits extruded plastic twin flex.

3/6 each

Available from all Electrical and Hardware shops. In case of difficulty write to:

MULTICORE SOLDERS LTD., HEMEL HEMPSTEAD, HERTFORDSHIRE. (HEMEL HEMPSTEAD 3636)

2M

was made up by a number of 'U's', all with little or no seagoing experience. To date, we have managed reasonably well.

After sailing from Chatham on the 16th August we experienced what must have been the calmest Atlantic crossing ever and arrived in Bermuda nine days later. A few days there then we were off to San Juan for a 'quiet' weekend which was followed by a Bahama Patrol; these Patrols are most restful if you do not happen to be a Communicator.

In company with *Relentless* we assessed the damage in the Bahamas after hurricane Betsy. After relief by *Tartar* a month later we returned to Bermuda.

Apart from another Bahama Patrol, the future is uncertain but will no doubt prove eventful. One event in a couple of months will be our Draft Chits. "Draftie, please be kind", is the cry.

Our staff are: CY Cooper, LRO(T) Castle, RO2(T)'s Warfield, Barry, C. J. Smith and Paffett, RS Hendry, LRO(G) Feltham, RO1(G) Johnson, ROS(G) Jackson, RO2's Soles, Davies and RO's Gard, Dunn, Little, Murray, Hucklin and Williams.

HMS ZEST

by C.Y. R. Howe

Since our last contribution to THE COMMUNICATOR things have been reasonably quiet. During the week's

visit to Fremantle which could be classed as the highlight of the commission, Commonwealth relations were well and truly united.

This was followed by two long periods of Malaysian Patrols. The one in Borneo qualified us for the New General Service Medal, although we all thought we had earned it long before.

At present we are in Singapore for an A.M.P. alongside the *Triumph*. Several of the staff have taken this opportunity to go on leave; Frazer's Hill seems to be very popular with its U.K. type climate and sports facilities; golf is excellent. It is well recommended by the Yeoman who has now been up there three times.

The first phase has now joined us for their 'rabbit run' before we return to U.K. in December. We welcome the new RS, Alan Colmer, 'Was Woody glad to see him', and we hope that he will enjoy his stay as much as did RS Woodlands, his predecessor.

The snag with this Phase Commissioning is that now we have twenty-five per cent of the staff "dead keen" to start, with the remainder of us looking forward to shore time. Target date is 17th December when we hope to be in Guzz for F.S.L. and draft. After 16 months graft on the F.E.S. this is what we have all been looking forward to.

I will close this, our last contribution on *Zest's* behalf from the Orient, with seasonal greetings to all Communicators where ever you may be.



ROYAL NAVAL AMATEUR RADIO SOCIETY

PERSONALITY PIECE

"Mick" Puttick G3LIK

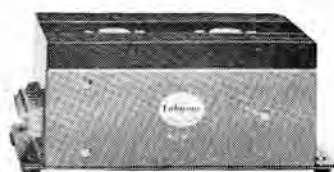
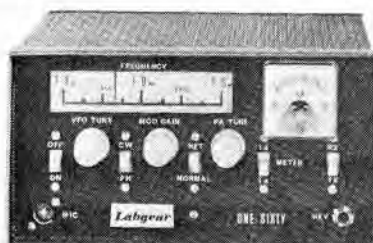


"Mick" Puttick

Mick was born in Wisborough Green, Sussex in 1935. He first became interested in radio when the Headmaster of the local school, G3PC, started a radio club for some of his more interested senior pupils. Mick gradually began to absorb the basic fundamentals of amateur radio during the Thursday evening 'Club Nights' in a spare bedroom at G3PC's house. One of Mick's first "creations" was a one valve TRF receiver set, which ran off discarded batteries from domestic receivers—at this time, most country locations were without AC mains. With this simple receiver he enjoyed many hours of listening pleasure exploring the short wave bands, with most of his attention being centred on the ham bands. Many late hours were kept and on several occasions his mother had to remove the headphones from her recumbent son!!

In May 1950, Mick joined the Royal Navy,

NEW from Labgear
THE ONE SIXTY TWIN
 FOR MOBILE AND FIXED INSTALLATIONS



**THE ONE SIXTY TWIN
 MOBILE/FIXED TRANSMITTER**

- Full 10 watts 1.8–2.0 Mc/s.
- High level modulation for punch.
- Built-in aerial c/o relay.
- Netting—c.w.—Remote switching facilities.

Price **£15.15.0**

MOBILE POWER SUPPLY UNIT

- 12v. D.C. input.
- 300v. 150 mA D.C. output.

Price **£8.0.0**

**FIXED STATION
 POWER SUPPLY UNIT**

- 200–250v. 50 c/s. A.C. input.
- 6.3 or 12.6v. A.C. output.
- 300v. 150 mA D.C. output.

Price **£7.7.0**

The new Labgear 160m. **CAR RADIO
 CONVERTER**

Price **£5.5.0**

H.P. FACILITIES AVAILABLE

ALL ITEMS AVAILABLE FOR IMMEDIATE DELIVERY

Labgear Limited

CROMWELL ROAD · CAMBRIDGE

Telegram: Labgear Cambridge

Telephone: Cambridge 47301 (4 lines)

spending his first five weeks at *St. Vincent*. On completion of his part 1 training he entered the boys training establishment at Shotley, HMS *Ganges*, through whose portals many prospective ham operators have passed.

October 1951 saw him serving in the cruiser *Cleopatra*, which at that time was part of the second cruiser squadron in the Mediterranean fleet. Towards the end of 1952, he was transferred to the aircraft carrier *Glory*, where he saw active service during the Korean war. After a short period spent at Chatham, Mick joined the ocean minesweeper *Cheerful* which formed part of the 4th M.S. at Harwich. In February 1955 he sailed South across the equator to South Africa, where he spent 18 months at Slangkop Radio/ZSJ. During this period he devoted a lot of his time to developing his talent for cricket.

On his return to UK in 1956 Mick was encouraged by the local parson, G3JEP, to take out an A.T. licence. This he did and in October of that year he became G3LIK. His first transmitter was a one valve crystal oscillator (807) running about 10 watts to a 132 foot wire antenna. On CW many contacts were had within Europe on 3.5 mc/s. His first attempts at phone operating were not very successful—a carbon microphone modulating the cathode of his 807 didn't produce exceptionally good modulation!

After running his QRP rig for a year, Mick bought a Panda Cub transmitter running an input of about 50 watts to a KW trap dipole. At this period the sun spot cycle was at its height and the DX was soon rolling in. Contacts with far away exotic places soon became mundane events.

After having spent a period of time in the Portland squadron aboard the frigate *Grafton*, Mick was drafted to Malta. During his 18 month stay in *Phoenicia* he was unable to take out a ham licence due to accommodation restrictions at Manoel Island. He did however visit several of the local amateurs during his stay there. On his return to UK, Mick joined the Signal School and became the holder of the club call G3BZU. During this time the R.N.A.R.S. was born.

The period 1961-63 saw him in the aircraft carrier *Centaur*, during which time he was present at the Kuwait flare up and the Kenya flood disaster. 1963 saw him back in *Mercury* again. He became secretary of the R.N.A.R.S. in 1964.

Mick says that he has never been really interested in Maritime Mobile operation because of "10 metre and above" restriction. However he will seriously consider operating from a ship should this restriction be lifted.

G3LIK can now be heard radiating from Cowplain with the faithful old Panda Cub transmitter, 66 foot long wire and 3 band ground plane, and HRO receiver. He enjoys contacts with R.N.A.R.S. members and being a member of the Rag Chewers Club can be relied upon to keep the frequency open for as long as the chap at the other end can hold out.

LETTER TO THE EDITOR

11 Botteslow St.,
Hanley, Stoke-on-Trent.

Dear Sir,

Apropos the article 'How's Your Morse' by Sub. Lt. Gawley, I would like to comment on this subject, being still able to read 30's at 67.

At the Midlands Mobile rally at Trentham Gardens last year, the Birmingham section brought over a tape recorder and tape with morse, on which anyone was asked to test their reading ability. I sat down and got him to speed it up until I was reading at 32's, but failed to win the contest for the reason that I put ——— down as the exclamation sign, whereas it should have been the comma, and the man who won had it correctly as the comma, but at 25's.

Can I be informed *why* this was altered from the "—" please?

The same happened at Queenstown when I sat for killick in Jan' 18 and only got 99%, the reason being that the instructor sent the fullstop as '—'— which I put down as 3 A's. It should have been the fullstop because he sent it not as one sign, I wonder how they would go on today with an "F" message at 30's and yards of press from MPD and the fine operators at GLD and that lovely note from GLV? No—morse will never die out.

The unwritten law—"Send the speed that you can read".

Yours faithfully

GEORGE H. TAGG, G8IX,
R.N.A.R.S.

PS. 73's to Mike and the lads, tks.

GOING THE ROUNDS IN MERCURY

Term Dates for 1966

Spring: 3rd January to 15th April.
Summer: 2nd May to 12th August.
Autumn: 30th August to 16th December.

PO's PATER

It has been rather a quiet term. The cricket trophy has found its way back into the mess for the 3rd year running, thanks to some fine bowling by RS Snape (a certain RS in Hong Kong please note). We are through to the semi-finals of the seven-a-side rugby and hope to retain this trophy. We are still on the lookout for potential footballers. We are through to the darts doubles finals (CY Penlington and PO Cook Wilson).

The Summer Ball was a great success and was enjoyed by all. The Christmas Ball will be held on Thursday, 16th December, when all old and new members will be welcome.

AIRWORK SERVICES LIMITED

Due to further expansion
we now invite applications from:

Radar & Radio Technicians

GOOD PROSPECTS

SALARIED
EMPLOYMENT

SUPERANNUATION

SINGLE
ACCOMMODATION
AVAILABLE

Ex-Service Ground Radar and Radio Fitters/
Mechanics and other suitably experienced
personnel are required for the servicing of
Radar and Radio installations at various
locations in the U.K.

Refresher and further training is available for
personnel with suitable technical background.

Write giving brief details of career, types of
equipment, etc. to the:—

Personnel Manager,

AIRWORK SERVICES LIMITED

Bournemouth (Hurn) Airport, Christchurch, Hants.

“Have another bite”

Bite is what all real bitter-drinkers expect bitter to
have—but don't always get. That satisfying bite
is the true bitter taste you always get when you
drink Flowers Keg.

**pick Flowers Keg
the bitter with the bite**



WRNS NEWS APPEARS AS A SEPARATE ITEM ON PAGE 347

CHIEFS' CHATTER

The final "beaching" (via a potential supervisor's course) of George Mayers has meant a change of 'seats' in the Presidential chair where Gordon Laws is now installed. Jeff Lewington has gathered up the purse strings as Secretary-Treasurer from John Hilder who goes to *Forth* after a spell of outstanding service to the mess.

Cyril Pettir's "Darting Thursdays" continue to form the nucleus of the regular small scale social activities but in September we played host to *St. Vincent* and *Colt* (Havant) Sports and Social Club to a Beat-Twist-Dart session which was enjoyed by 130 people. The needle dart trophy match against the P.O.'s, Pete Anstey's 'Sea Dad's Trophy' against the Wardroom and of course the Christmas Ball on 3rd December are the term's principal social activities. Hockey stalwarts Les Bavington, Brian Snell, Keith Excell, and Bill Leech have figured regularly in the establishment side and in the CPO's and PO's team which has topped the inter-part league for the last three seasons and aims to do so again.

It was good to see the R.N.R. Instructors for their annual visit and NATO and other short courses have given us the pleasure of the company of chiefs from Canada, South Africa, Norway, Germany, Holland and France.

Headmasters and Careers masters from various parts of the British Isles have paid brief but welcome visits to the mess and distinguished names in the visitors' book include:

Mr. Marcus Lipton, M.P., Mr. Christopher Mayhew (Minister of Defence for the Royal Navy), Rear Admiral W. D. O'Brien D.S.C. (Naval Secretary), Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C. (C in C Portsmouth).

SIGNAL SCHOOL MESS

by LRO(T) J. Brown

The main interest as usual during this term is based on football. The S.S. Mess is once again well represented in this sphere by Sommerville division who have already won both six-a-side trophies, narrowly beating the P.O.'s Mess in the final, and are now running away with the league cup. The team is ably captained by LRO(T) Fox. Hockey is also well represented by the mess, although it looks as if the combined team of Chiefs and P.O.'s cannot be caught in the top position. We have had several darts matches so far this year and unfortunately lost all but one. The general belief is that the team's vision is usually impaired by drink before the 'locals' turn up. The solution is, obviously, to start the matches at 6 p.m.

The end of term dance was a great success, and we were all very pleased to see so many of our sea-going comrades supporting it. Unfortunately the same cannot be said for the Communicators Ball which

although very enjoyable, was very poorly attended.

At present there are an exceptional number of Communicators in *Mercury* but fear not, you 'men of the ships', we shall be taking over from you eventually and you will have the chance of a well earned rest—in the Signal School.

NEW ENTRIES

by RO3 Rodgers

Amport House, near Andover, dates from the time when William the Conqueror invaded England. The then owner of the house, which was the first of three to be built on the same site, assisted the invader, and when William was crowned King, William gave him the complete estate and many more miles of land with it. The total land given him was about the size of Hampshire today, and included the famous town of Winchester.



An Amport House group

A few hundred years later, when Cromwell and his men overran the country, the house was razed to the ground. The house eventually came into the hands of the Marquis of Winchester, to whom it belonged until the last of the family died about 1940. The house was then commandeered by the Royal Air Force who used it for their Headquarters for Maintenance Command during the war. Later (after paying a total of £10,000 for the house), Maintenance Command moved into new offices, built nearer Andover and gave the house to the Air Force Chaplains for their Chaplains' School.

The present house was built during Victorian times, and the grounds, which are very well maintained, consist of a maze, a large pond, to which canals are added, full of fish, and long avenues of trees, which are interconnected. The surroundings are very beautiful as the house is situated in the heart of the Hampshire countryside.

The moral leadership courses are held at Amport House every term for both Naval and R.A.F. personnel. The course for *Mercury* New Entries was of four days duration (from Monday to Thursday evening), and consisted of talks on Christian standards of life, some excellent Fact and Faith films, and group discussions. Linked with the Christian

Concluded on page 392

COMMUNICATIONS GAZETTE

APPOINTMENTS

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.

Name	Rank	Whence	Whither
J. W. D. ASH ...	Lieut. (SD) (C)	Mercury	Staff of FOSNI
J. M. ADAIR ...	Sub. Lieut.	Staff of CFPS	Mercury
R. N. ATTRIDGE ...	Lieut. (SD) (C)	Sheba	Mercury
T. T. BROGAN ...	Sub. Lieut. (SD) (C)	Osprey	Penston as 1st Lieutenant
D. BEASLEY ...	Sub. Lieut. (SD) (C)	Monkton	Lewiston as 1st Lieutenant
C. F. BRYANT ...	Lieut. (SD) (C)	Mercury	RNZN Exchange
G. A. F. BOWER ...	Commander	Decoy I/C	Delight I/C
M. J. BURCH ...	3/O WRNS	Ce Course	Staff of CINC MED
K. P. BRUCE GARDYNE ...	Lieut. Commander	Dartmouth	Victorious
J. P. G. BRYANS ...	Lieut. Commander	Bulwark	Fearless
H. P. BOYS-STONES ...	Lieut. Commander	Rothsay	Mercury
A. W. J. CRANDON ...	Lieut. (SD) (C)	Jufair	Mercury
R. H. CARR ...	Lieutenant	Chichester	Staff of FOMFEF
G. C. CLARK ...	Lieut. Commander	President	Fife
R. L. COPP ...	Lieut. Commander	Ark Royal	Ganges
T. W. CLOWES ...	Lieut. Commander	Sheba	A.S.W.E.
R. T. CLARKE ...	Lieut. Commander	President	Albion
W. G. DARTNELL ...	Lieut. (SD) (C)	Mercury	Osprey
J. F. L. FREEMAN ...	Commander	President	Staff of CBNS Washington
E. Y. C. GORING ...	Lieutenant	Staff FOCINCFEF	London
ST. J. H. HERBERT ...	Commander	M.S. 7	President DGNM
D. A. HARRIES ...	Lieutenant R.A.N.	Sea Eagle	Galatea
J. T. HUDSON ...	A/Sub. Lieut. (SD) (C)	Cambrian	Chichester
A. E. HOWELL ...	Lieutenant (SD) (C)	Mercury	Whitehall W/T
K. H. JAY ...	Lieut. Commander	Centaur	Ark Royal
H. R. KEATE ...	Commander	Devonshire as XO	Mercury as XO
F. A. JUPP ...	Lieutenant (SD) (C)	Falcon	Sheba
N. I. KETLEWELL ...	Lieut. Commander	Staff Course	Bulwark
N. G. KEMP ...	Lieutenant (SD) (C)	Staff COMFEF	Sirius
C. A. LAURENCE ...	Lieut. Commander	Goldcrest as 1st Lt.	Tangemere
C. P. MILLS ...	Rear Admiral	D.G.W.N.	FO2 FEF
J. P. MCKAIG ...	Captain	President	Mercury
T. MAWSON ...	Sub. Lieut. (SD) (C)	Staff CINC Plymouth	Cleopatra
N. PUDDICK ...	3/O W.R.N.S.	Ce Course	Staff CINC Portsmouth
M. A. ROBINSON ...	A/Sub. Lieut. (SD) (C)	Appleton	Chawton
M. A. RICHARDS ...	Lieutenant (SD) (C)	Drake	Fulmar
E. S. SPENCER ...	Lieut. Commander	Loch Killisport I/C	Mercury
THE HON. D. P. SEELY ...	Captain	Ajax I/C	RNLO BDLS Canda
L. M. M. SAUNDERS ...	Lieut. Commander	London	BRNC Dartmouth
R. A. STANLEY ...	Lieutenant (SD) (C)	Staff CINCAFMED	Goldcrest
J. SHACKELL ...	Lieutenant (SD) (C)	Caesar	Staff of FONAC
S. G. SOLLEY ...	Sub. Lieutenant	Plover	Whitehall W/T
B. D. SALWEY ...	Lieut. Commander	Highburton I/C	R.N. Staff Course
G. E. SAMPSON ...	Captain	Ganges	AD(Plans) DSS
T. J. W. SERGEANT ...	Lieut. Commander	Mercury II	Eastbourne as 1st Lt.
A. F. TILLEY ...	Lieut. Commander	Caution I/C	Wolverton I/C
D. M. THURSTON ...	2/O W.R.N.S.	Mercury	Staff of CINCAF NORTH
P. J. V. TUKE ...	Lieut. Commander	St. Vincent	R.N. Staff Course
SIR PETER TROUBRIDGE ...	Lieut. Commander	President	Staff of CINCAF Med.
A. A. WAUGH ...	Lieut. Commander	Staff Course	FOSM

PROMOTIONS

To Lieutenant-Commander
C. G. TRAILL G. M. TULLIS

To Lieutenant-Commander (SD) (C)
R. J. TRUDGETT

PROVISIONAL SELECTION TO COMMANDER

Lieutenant-Commander P. A. C. HARLAND

To Lieutenant (SD) (C)

W. G. BRIGGS
A. W. J. CRANDON

G. REED
R. H. W. BUNTING

Invalided

Lieutenant-Commander D. A. GUNN
Lieutenant (SD) (C) R. CARROLL

Retired

Lieutenant E. D. DOLPHIN (SD) (C)
3/0 W.R.N.S. J. A. FULTON
Commander P. W. SPENCER

ADVANCEMENTS TO CHIEF PETTY OFFICER

To CCY

A. R. TILLET JX 661953 29.5.65
P. C. SHARKEY JX 836543 25.6.65
R. CHARLES JX 865031 1.7.65
D. J. RUGMAN JX 712840 1.9.65

To CRS

J. E. EILBECK JX 865861
M. S. BAKER JX 865851
A. W. CHAPLIN JX 760207
R. SPIRES JX 581883
J. L. FRENCH JX 671532 1.7.65

To CRS(W)

P. J. PHILLIPS JX 921913 2.3.65
HOY D. G. JX 830657 1.6.65
L. GOOCH JX 921465 1.7.65

CONGRATULATIONS TO

HMS NAIAD for their Provisional Petty Officer examination successes. LRO(W) B. HODGSON, LRO(G)'s R. DENNY and P. W. SEERS. All qualified on 10th November.

Home Fleet Communications Competition Winners at Gibraltar 29/30th October 1965

MMX RO2(W) COOPER
TTX LRO(G) SHARP
FRX RO2(T) VESTY

NAIAD
LION
LONDON

RUSTIC TWEEDS

Tweeds rough, tough, fine, refined patterned or plain. Jackets smoothly styled. Select yours at leisure in Gieves ready-made department. Prices start at £12.10.

Gieves
LIMITED



Tailors and Outfitters to the Royal Navy

27 OLD BOND ST. LONDON W.1.

Telephone Hyde Park 2276/9

Portsmouth Edinburgh Plymouth Chatham Weymouth
Liverpool Bath Southampton Harrow Dartmouth
Cambridge Cranwell Winchester Brockenhurst
Cambridge (A. G. Almond) Londonderry Gibraltar Malta





12
wines, spirits
and liqueurs at
wholesale prices

Twelve is the lucky number for lovers of fine wines... as more and more Service people are discovering for themselves. Order 12 bottles of wines or liqueurs from your nearest licensed Naafi shop—choose 12 of a kind, an assortment, or even the equivalent in half-bottles—and you pay *wholesale prices*. Your Naafi manager will be happy to quote for Champagnes, Sherries, Clarets, Burgundies and other wines and liqueurs—and will deliver free of charge.



Enquiries to your Naafi
Manager or Wines &
Spirits Sales Office,
Naafi, London, SE11,
Telephone RELiance 1200

NAAFI: H.M. FORCES' OFFICIAL TRADING ORGANISATION

Parmeko

are specialists—naturally. How else could their transformers, chokes, and transducers acquire such a high reputation—universally? Specialist plant is able to make the best use of time and money—automatically. Specialist technicians ensure that Parmeko equipment meets every specification

-precisely-



PARMEKO of LEICESTER

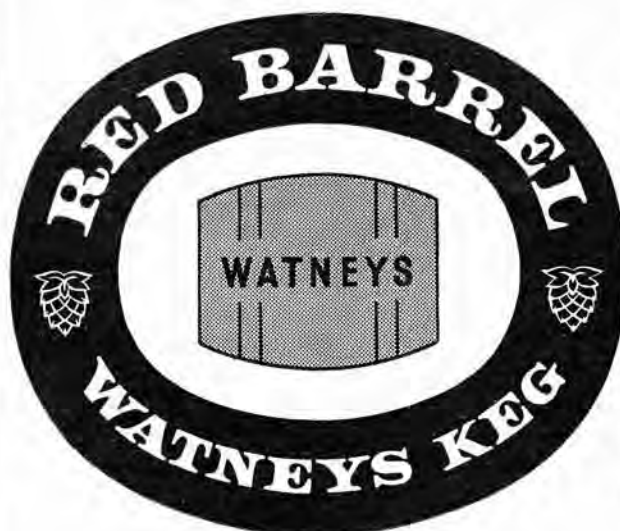
Makers of Transformers for the Electronic and Electrical Industry

DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIP-SHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Spring edition of the magazine. Individuals may write directly to the editor if they wish. Although every endeavour is made to ensure that the information in this section is correct we ask readers not to treat it as authoritative in the strict sense.

ARBUCKLE	...	...	RS	Ashanti	Mercury
ADAMS, J. A.	...	...	RS	Ganges	London
ALLAN	...	...	RS	Cochrane	Mercury
ATKEY	...	...	PO PTI	Mercury	PT School
ADAMS	...	...	RS(W)	Mercury	Euryalus
ALDERSON, D.	...	...	CRS	Mercury	Fife
ASHPITEL	...	...	JRO	Mercury	Zest
ALLEN	...	...	RS(W)	Mercury	Afrikander
ACKLEY, W.	...	...	A/LRO(T)	Bulwark	Fulmar
ADAMS, E. T.	...	...	RO2(G)	Kent	Fulmar
ARMSTONG, F. E.	...	...	RO2(G)	Burnham WT	Kranji
ADAMS, J.	...	...	RO2(T)	Sheba	Victory (FSL)
BANWELL	...	...	RS	Leander	Mercury
BIRTWHISTLE	...	...	RS	Victorious	Mercury
BROWN, A.	...	...	RS	Ganges	Mercury
BROWN, R.	...	...	RS	Mercury	Fulmar
BEESEY	...	...	RS	Mercury	Ark Royal
BROWN, R.	...	...	RS	Ganges	Tamar
BIGGS, J.	...	...	L/Wren	Culdrose	Release (Marriage)
BEALES, P.	...	...	CCY	Ganges	Terror
BENTLEY, E.	...	...	PO Wren	Malta Comcen	Culdrose
BEAZLEY, D.	...	...	CPO CA	Mercury	Pembroke
BRIGGS, G. L.	...	...	CCY	Cochrane	Hermes
BAILEY	...	...	CRS	Osprey	Hermes
BUCHANAN, J.	...	...	CRS	Mercury	HQAFNE
BRICKELL	...	...	CCY	Cochrane	SD Officers' School
BEAN, R. P.	...	...	CPO (SA)	Corunna	Mercury
BROWN, A.	...	...	RO2(G)	Sheba	Victory (FSL)
BOXALL, N.	...	...	RS	Sheba	Victory (FSL)
BENNETT	...	...	ROS(G)	Mercury	Zest
BRAZIER	...	...	RO2(G)	Zest	Forest-Moor
BALLISTER, I.	...	...	CY	Whitehall W/T	Ganges
BENNETT, D. J.	...	...	LRO(G)	Afrikander	Victory (FSL)
BEVAN, T. E.	...	...	RS(W)	Afrikander	Mercury
BARBER, W.	...	...	LRO(T)	Protector	CND
BUNTIN, M.	...	...	Wren	President	Fulmar
BOOTH, H.	...	...	RO2(G)	Kranji (FP)	Drake (FSL)
BRAITHWAITE, D.	...	...	RO2(T)	Kranji (FP)	Victory (FSL)
BLACKBURN, J.	...	...	RO2(G)	Kranji (FP)	Victory (FSL)
BROWN	...	...	RS	Kranji WT	Haslar
CHAMBERS, B. H.	...	...	RO2(G)	Kranji (FP)	Triumph
COOPER, C. C.	...	...	RO2(T)	Kranji (FP)	Victory (FSL)
CROWE, A. E.	...	...	RO2(G)	Kranji (FP)	Victory (FSL)
COLMER	...	...	RS	Mercury	Zest
CARRINGTON, J.	...	...	RS	C-in-C Portsmouth	Sheba
COUSINS, J.	...	...	CY	Ganges	Jufair
CROFT, B.	...	...	RO2(G)	Sheba	Victory (FSL)
COYLE, T.	...	...	CCY	Ganges	Dolphin
CARINE	...	...	CPO(SA)	Mercury	Mohawk
CHAMBERS	...	...	CY	Mercury	Excellent
CHARLES, R. F.	...	...	CCY	Victory	Ganges
COCKETT	...	...	RS	Mercury	NLO Mombasa
CHALLINOR	...	...	RS	Mercury	Hydra
CLARKE, V. M.	...	...	CY	Ganges	C-IN-C AF MED
DANIS	...	...	RS(W)	Leander	Mercury

TRUST



Britain's
first
and most
popular
keg bitter.
Always clear,
always in
perfect
condition.

VACANCIES IN THE
COMPOSITE SIGNALS ORGANISATION

A number of vacancies, offering good career prospects,
exist for:

CYPHER OPERATORS
TELEPRINTER OPERATORS } MALE and
FEMALE

Write, giving details of Education, Qualifications and
Experience, to:

Recruitment Officer (C.S.O./4)

Government Communications Headquarters

'A' BLOCK PRIORS ROAD, CHELTENHAM, Glos.

DOWNES ...	...	...	CY	Sea Eagle	Ashanti
DONOGHUE ...	...	...	RS	Chichester	Mercury
DAVIS, E. ...	...	...	CRS(W)	EWI Course	Dryad
DRAKE, P. ...	...	...	RO2(G)	Whitehall	Sheba
DAVIS ...	...	...	LRO(T)	Zest	Mercury
DURRANT ...	...	...	CY	Victory	Ganges
DAY, E. G. ...	...	...	RO2(G)	Afrikander	Victory (FSL)
DALEY, R. F. ...	...	...	RO2(T)	Afrikander	Victory (FSL)
DAVIS, A. G. ...	...	...	LRO(T)	Victory	Ganges
DICK, R. C. ...	...	...	LRO(G)	Fulmar	Release
DAVIES, A. E. ...	...	...	LRO	Protector	Admiralty
DOUGLAS, V. ...	...	...	RO2(C)	Kranji (FP)	Victory (FSL & Release)
EDWARDS, D. ...	...	...	CRS	Ganges	Goldcrest
EVANS ...	...	...	RO2(G)	Osprey	Zest
EDWARDS, D. ...	...	...	LRO(T)	Kent	Ganges
EILBECK, J. ...	...	...	CRS	Mercury	Ganges
EXCELL, K. ...	...	...	CRS	RCI Course	Victorious
EDGAR, C. ...	...	...	PO Wren	Culdrose	Release
FRANKLIN ...	...	...	RS	Ajax	Ganges
FORREST ...	...	...	POME	Shavington	Mercury
FLEETWOOD ...	...	...	RS	FSL	Mercury
FAKES, J. ....	...	...	RO2(T)	Ganges	Victorious
FULLER ...	...	...	JRO	Manxman	Zest
FREEMAN, J. E. ...	...	...	LRO(W)	Kranji (FEWU)	Victory (FSL)
GRANT, R. L. ...	...	...	RO1(T)	Centaur	Fulmar
GILBERT, E. H. ...	...	...	CY	Combrax Ports	Afrikander
GREEN ...	...	...	RO2(G)	Zest	Fulmar
GATFORD, A. ...	...	...	RO2(T)	Mercury	Sheba
GROVES, A. ...	...	...	RO2(T)	Whitehall	Sheba
GOODMAN ...	...	...	RS	Puma	Ganges
GREEN, T. H. ...	...	...	CY	Mercury	Zulu
GREEN ...	...	...	RS	Mercury	Sirius
GOODING ...	...	...	CY	Mercury	Carysfort
GOLLEDGE ...	...	...	RS	Malcolm	Mercury
GRINDLEY ...	...	...	RS	Loch Killisport	Mercury
HOLMYARD ...	...	...	RS	Mercury	Scarborough
HILL, M. ....	...	...	Wren	Culdrose	Drake
HAWKER, W. R. ...	...	...	CY	Victorious	Ganges
HARDY, J. ...	...	...	L/Wren	Malta Comcen	Culdrose
HASTINGS, W. ...	...	...	CCY	Osprey	Kent
HUNWICKS, R. J. ...	...	...	CY	Chichester	Ganges
HANDBURY ...	...	...	JRO	Mercury	Zest
HARDMAN, J. ...	...	...	CY	Afrikander	Victory (FSL)
HAINES, P. G. ...	...	...	RS	Corunna	Fulmar
HALFORD, R. K. J. ...	...	...	RO2(G)	Fulmar	Fearless
HOLLOBON, A. ...	...	...	RO2	Protector	Chatham
HAMMOND, D. E. ...	...	...	RO2(G)	Kranji (FP)	Victory (FSL)
HOLLINGSWORTH, A. ...	...	...	LRO(T)	Ganges	St. Angelo
HOWARD, A. G. ...	...	...	LRO(G)	Dolphin	Kranji (FP)
HOYLE, P. R. ...	...	...	LRO(W)	Sea Eagle	Kranji (FEWU)
HURST, M. ...	...	...	RO2(T)	Wolverton	Ganges
INGLIS, H. ...	...	...	RO2	Protector	Admiralty
IZZARD, D. W. ...	...	...	CCY	Leander	Mercury
JACKSON ...	...	...	CY	Scarborough	Mercury
JAMES ...	...	...	RS	Plover	Mercury
JONES, C. (nee Hopkins) ...	...	...	L/Wren	Culdrose	Release
JACOBS, W. ...	...	...	MAA	Cochrane	Mercury
JONES, M. ...	...	...	CCY	London	Mercury
JACKSON, P. ...	...	...	RO2(G)	Mercury	Sheba
JAMES, K. H. ...	...	...	RS	Fulmar	Release
JOHNSTON, R. ...	...	...	RO2(G)	Lochinvar	Fulmar
JOHNSON, E. ...	...	...	RO2	Protector	Admiralty
KELLY, S. C. ...	...	...	Wren	President	Fulmar

MINISTRY OF DEFENCE

TELECOMMUNICATIONS PERSONNEL

Are You Due For Release?

The Ministry of Defence has vacancies in the Whitehall area for **Specialist Teleprinter Operators.**

Pay £14 11s. 0d. p.w., if 25 and over, rising to £17 13s. 6d. p.w.

Basic rates increased by $3\frac{1}{2}\%$ wef 1st January, 1966.

Earnings can be considerably increased by overtime and shift allowance.

Hours 41 gross over a five day week.

Paid Leave 3 weeks a year.

Generous SICK LEAVE arrangements and LUMP SUM payment on retirement or resignation after more than 5 years' continuous service.

Written application, stating trade proficiency, to:-

Mr. P. W. HOBDEN,

Ministry of Defence, DS 16,

Room 019, Old War Office Building,

London, S.W.1

KITCHIN, P. W.	CCY	Duncan	Mercury
KEIGHTLEY, C.	Shpt	Mercury	Kent
KERR	RS	Maidstone	Mercury
KNIGHT, A. E.	RS	Grafton	Terror
KNIGHT,	RS	Centaur	Ganges
LILL	RS(W)	London	Mercury
LEPPINGTON	RS	Victory (FSL)	Mercury
LEVENE	CY	Mercury	Adamant
LONG	RS	Mercury	Rothsay
LLOYD	RS	Mercury	Victorious
LATIMER, P.	RO2(T)	Whitehall	Sheba
LANDELLS, R. H.	RO2(G)	Anzio	Fulmar
LINES, D. W.	CY	Fost	Ganges
LYONS, B.	A RS	Fulmar	Release
LEWIS, R. G.	LRO(G)	Kranji (FP)	Victory (FSL)
MORELY, J.	LRO(T)	Warrior	Kranji (FP)
MILNER	Wren	Whitehall W T	Malta Comcen
MEADOWS, N. J.	RO2	Protector	Admiralty
MAIN, J. Y.	RO2(W)	Hampshire	Fulmar
MCGOUGH, L.	L/Wren	Fulmar	President
MONTAGUE, M. W. H.	LRO(G)	Cochrane	Fulmar
MUIR, R. B.	A/LRO(G)	Fulmar	St. Angelo
MORRIS, G.	CY	Drake	Ganges
MCGHIE	RO2	Zest	Mercury
MANNING	RO1(T)	Zest	Mercury
MCGLASHEN	LRO(T)	Vernon	Zest
McKAY, D. P.	CRS	Victorious	Mercury
MULLIN, L.	CRS	Pellew	Mercury
MURRELL, L.	CCY	SD Officers' School	Fearless
MELTON	RS	Mercury	Bulwark
MANN	RS(W)	Kent	Mercury
NEWELL, D. A.	CCY	Galatea	Mercury
NOBBS, M. R.	RO1(G)	Afrikander	Victory (FSL)
NASH, L. J.	RO2(G)	Kranji (FP)	Victory (FSL)
OLIVE, C. W.	Wren	Fulmar	Release
O'BRIEN, A. D.	CCY	Mercury	Forth
OSBISTON	RS(W)	Mercury	Kent
OLDBURY	CY	CND	Fearless
PALMER	RS(W)	Mercury	FO2 FEF
PEPPER	CY	Mercury	Sirius
PUTTICK	RS	Mercury	Kranji W/T
PRITCHARD	CY	Mercury	Sheba
PERRY, M. F.	RS	Mercury	Mauritius
PEARSON	CY	Mercury	Victorious
PHILLIPS, T. V.	CRS(W)	Terror	EWI Course
PEGGS	RO1(T)	Mercury	Afrikander
PARSONS, G. M.	Wren	Fulmar	Release
REVELL, T. J.	RO1(T)	Kranji (FP)	Victory (FSL)
ROCKETT, C.	RS	Kranji W/T	Victory (FSL)
RILEY	CCY	Lynx	Ganges
RYRIE, G.	CCY	Kranji (STC)	Drake (FSL)
ROUGHLEY	RO3	Zest	RNH Plymouth
ROBINSON, P.	RO1(G)	Sheba	Victory (FSL)
ROBINSON, J.	CRS(W)	Corunna	EWI Course
RAYNHAM	CCY	Eastbourne	Mercury
RUNDLE	CCY	TCI Course	Sheba
RIDDLE, J.	CCY	TCI Course	Bulwark
RUGG	PO(S)	Mercury	London
ROBSON	RS	Exmouth	Mercury
ROYAL	CY	Malta MSO	Mercury
SEARLE	RS	Vidal	Mercury
SLATTER	Centaur	Centaur	Mercury
SPOULE	POPTI	Mercury	PT School

SHADE, J.	...	...	MAA	Mercury	Victorious
STARMER, P.	...	...	CCY	Terror	Mercury
SMITH, B.	...	...	ROI(T)	Sheba	Drake (FSL)
SHERIFF, H.	...	...	CRS	Fulmar	Mercury
STANSFIELD	...	...	RO3	Protector	Forest Moor
SIMS, C. M.	...	...	L/Wren	Whitehall W/T	Malta Comcen
SHOTBOLT, P. L.	...	...	CRS	Pembroke	Ganges
STRAW	...	...	CY	Mercury	STC Rosyth
SPRATLING	...	...	CY	Mercury	Victory MSO
SHUTTLEWOOD	...	...	RS	Mercury	Vidal
STUART, N.	...	...	Wren	Whitehall W T	Malta Comcen
TAYLOR, D. J.	...	...	CY	Kranji (FP)	Drake (FSL)
TILLYER, B.	...	...	RO2(G)	Kranji WT	Victory (FSL)
TRAPPNELL, B. G.	...	...	RO2(G)	Osprey	Kranji (FP)
TROW, R. J.	...	...	LRO(T)	Victory	Kranji (FP)
TOMLINSON, J. A.	...	...	Wren	Fulmar	President
TREND, H. A.	...	...	Wren	Mercury	Fulmar
TOON, D. T.	...	...	CRS	RCI Course	Clyde RNR
THOMAS	...	...	CY	Mercury	Victory MSO
TAYLOR	...	...	RS(W)	Mercury	London
TIMSON	...	...	RS	Mercury	Terror
TEE	...	...	RS	Rothsay	Mercury
TYRER, E.	...	...	CY	Ganges	Victory
TAYLOR, D. B.	...	...	RS	Centaur	Mercury
WHITCHER	...	...	RS	FSL	Mercury
WOODLANDS	...	...	RS	Zest	Mercury
WEATHERICK	...	...	CY	Salisbury	Mercury
WHITEHEAD	...	...	CY	Penelope	Mercury
WRIGHT	...	...	CY	Mercury	Victorious
WEEKS, P.	...	...	CRS	Mercury	Intrepid
WENTWORTH	...	...	L/Wren	Malta Comcen	Culdrose
WATERHOUS, H.	...	...	Wren	Whitehall WT	Malta Comcen
WALKER, A. D.	...	...	CCY	Adamant	Mercury
WARD, M.	...	...	Wren	Fulmar	Release
WARNEFORD, A. A.	...	...	Wren	Mercury	Fulmar
WHITLOCK, N.	...	...	CCY	Ganges	Terror
WILDEN, J. S.	...	...	LRO(G)	Redoubt	Fulmar
WILLIAMS, W. R.	...	...	RO2(T)	Corunna	Fulmar
WILKINSON, W. J.	...	...	RS	Kranji WT	Victory (FSL)
WYNNE, C. R.	...	...	RO2(G)	848 NAS SIBU	Kranji (FP)
YEO, T. R.	...	...	LRO(G)	Kranji (FP)	Victory (FSL)
YOUNG	...	...	CY	Ganges	Mercury

NEW ENTRIES—continued.

Standards discussion was a film about the life of a bee, and the question whether or not human lives could be run the same way.

The conclusion was that no human race could possibly live within the same standards, as mass killings such as in the beehive would put an end to Christianity.

The course of twenty-four New Entries was divided into three groups, each with a leader, who were asked to discuss such topics as mixed marriages, money and religion. These soon got the chaps talking on their views and the answers were discussed with the Padres. On the last day an Open Forum was held at which many questions on religion were answered by the Chaplains.

Recreation was very good indeed. On the first afternoon we visited the ancient Cathedral at

Salisbury. After a conducted tour over the Cathedral, we were able to look over the town where 'Market Day' was being held. This dates back for centuries and it was the custom of farmers and pedlars to sell their wares on Market Day. The following afternoon we had a cricket match and although you could not say that it was good cricket, it was relaxing. Snooker and Table Tennis were the main attraction of the house. On the last day we were left to find our own entertainment. A group of lads, headed by Woodcock, who must have been born in the saddle, went riding; the remainder either played tennis or went for a walk.

The course was very good and proved rewarding to those who went to learn as we had many doubts in our minds cleared up.

CONSULT



FOR YOUR NEXT REMOVAL

Experienced Staff · Modern Vehicles · Satisfaction Guaranteed

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:
PORTSMOUTH - SOUTHSEA - FAREHAM
LONDON-CHATHAM-PLYMOUTH-SOUTHAMPTON
RYDE (ISLE OF WIGHT)

Registered Office:— 13 CLARENDON ROAD, SOUTHSEA Portsmouth 21515/6

CYPHER VACANCIES IN DIPLOMATIC WIRELESS SERVICE

Vacancies exist in London for men and women (particularly Ex-Service personnel) with recent experience in cypher work, including teleprinting.

Candidates should be between 21 and 45 years old, although consideration will be given to exceptionally well-qualified candidates over the age of 45.

Salary is on a scale rising to £1,038. Conditions of service include acceptance of overseas duty and night, Sunday and shift duties, which attract additional allowances.

Candidates and both their parents must have been British subjects at all times since birth.

All first appointments are on a temporary basis with a possibility of establishment later. Opportunities exist for promotion to higher grades.

Apply, giving details of qualifications, to:

HEAD, DIPLOMATIC WIRELESS SERVICE

(Cypher and Signals Branch)

DIPLOMATIC SERVICE ADMINISTRATION OFFICE, LONDON S.W.1



Eddystone RECEIVER

OF MAJOR INTEREST TO ALL RADIO ENTHUSIASTS

EC 10 transistorized communications receiver

A most efficient transistorized communications receiver of light weight, compact dimensions, and capable of a really good performance. Five ranges give continuous coverage from 550 kc/s to 30 Mc/s (545 to 10 metres), and included are the medium-wave broadcast band, the marine (coastal) band from 1500 to 3000 kc/s, and all the short-wave broadcast bands. Also available are the six major amateur bands and many services in between.

The EC10 receiver accepts normal AM telephony and CW telegraphy, a special filter being provided to increase selectivity (and also reduce noise) in the CW mode, as is often desirable. Single sideband signals can

be successfully resolved by appropriate setting of the BFO for carrier reinjection. A total of 13 transistors and diodes is used, leading to high sensitivity and consistent results on all ranges. The main scales occupy a length of nine inches and are clearly calibrated direct in frequency. The standard Eddystone precision slow-motion drive controls the tuning, which is exceptionally smooth and light to handle. An auxiliary logging scale permits dial settings of chosen stations to be recorded.

An internal speaker gives good aural quality and a comparatively high audio output is available—one can easily believe the set is mains operated. For personal listening, a telephone headset can be plugged into the socket on the front panel, the speaker then being out of action.

Alternative aerial sockets are provided, for dipole, long wire, or short rod or wire. Power is derived from six cells housed in a separate detachable compartment. Current consumption is related to audio output and, for long life, HP2-type heavy-duty cells are recommended.

The receiver is housed in a metal cabinet, and, with robust construction throughout, it will stand up to hard usage over a long period with a high degree of reliability. The finish is an attractive two-tone grey. The dimensions are width 12½", height 6¾", depth 8"; weight with batteries is 14 lb.



Eddystone Radio Limited

Eddystone Works, Alvechurch Road, Birmingham 31

Telephone: Priory 2231 · Cables: Eddystone Birmingham · Telex: 33708

LTD/EDS