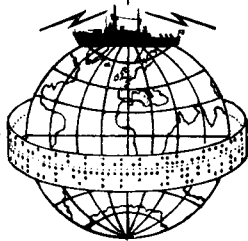


*G. A. B. B. B.*



# THE COMMUNICATOR



VOL 19 - No. 3 WINTER 1968

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highpower  
manpack



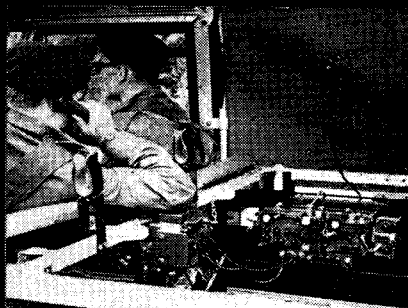
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# THE COMMUNICATOR

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

WINTER 1968

VOL. 19, No. 3

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## CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the Editor. These will be returned to the sender only if asked for and responsibility for them cannot be accepted by the Editor. **Contributions for the Easter 1969 edition must be in the Editor's hands by 1st March 1969, and bulk orders by 10th March 1969.**

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The Treasurer, THE COMMUNICATOR, HMS *Mercury*, East Meon, near Petersfield, Hants.

This address should also be used for placing orders.

All other correspondence should be addressed to the Editor at the same address.

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PUBLISHED AT HMS "MERCURY"



**CAPTAIN J. E. HOPE, ROYAL NAVY**

- |           |  |           |  |
|-----------|--|-----------|--|
| 1944–1945 | Qualified in Signals.  | 1954      | Promoted Commander.                                |
| 1945–1946 | SCO to 4th Destroyer Flotilla in British Pacific Fleet.  | 1954–1956 | Signal Division, Admiralty.                        |
| 1946–1948 | HMS <i>Mercury</i> as W3.  | 1956–1958 | Executive Officer, HMS <i>St. Vincent</i> .        |
| 1948–1950 | Loan Service with RAN in HMAS's <i>Australia</i> and <i>Sydney</i> and as SCO to Flag Officer Commanding Australian Fleet. | 1958–1960 | Executive Officer, HMS <i>Centaur</i> .            |
| 1950–1952 | SCO to Admiral Commanding Reserves.  | 1960      | Promoted Captain.                                  |
| 1952–1954 | Flotilla Communications Officer Home Fleet.  | 1960–1962 | Chief Staff Officer to C-in-C Allied Forces North. |
|           |  | 1962–1964 | Commanding Officer HMS <i>Decoy</i> .              |
|           |  | 1965–1967 | Director of Naval Equipment.                       |
|           |  | 1967–1968 | Commanding Officer HMS <i>Eagle</i> .              |
|           |  | 1968      | Director of Naval Signals.                         |

## EDITORIAL

On taking over as editor I should like to record, on your behalf, our thanks to Lieutenant-Commander C. W. Williams, my predecessor, and his wife who have done so much in producing the many editions of the magazine in their time; and to Lieutenant (SD) (C) G. A. Stratton who devoted a great deal of his own time in looking after the financial side of the magazine.

New members welcomed to the editorial staff are Lieutenant (SD) (C) F. R. Thorpe, who takes over as the treasurer, and Second Officer D. Seller, WRNS who becomes a sub-editor responsible for the WRNS aspect of the magazine. Both have very kindly volunteered to do this work for us.

### Other Helpers

In reading through 21 years of previous correspondence regarding the magazine I was struck by the tremendous amount of good will shown by all sorts of people to the well being of Communicators, and to the continued success of the magazine. Many of them are retired officers and ratings who give their services, and contribute articles for publication, without any thought of reward. This, of course, is also true of the serving Communicator who sends in articles, and pays for the postage out of his own pocket, knowing that he will not get a penny in return for his efforts. I think the finest example of another helper is the RO who, having won a first prize in a competition run by *THE COMMUNICATOR*, wrote asking for the prize money to be given to a local Old People's Home.

### Congratulations

It is always a pleasure to congratulate those who have just been promoted or decorated. It is even more so when the recipients are Communicators or connected with them. In this issue we repromulgate with great pleasure the promotion of one of our most senior Communicators, Vice-Admiral E. B. Ashmore, CB, DSC, and his appointment as VCNS in succession in December; and the promotion and honour bestowed on two Chaplains, the Reverend Ambrose Weekes, AKC, now serving in *HMS Mercury*, who becomes Archdeacon and Chaplain to the Fleet, and the Reverend John Scott, OBE, who recently left *Mercury* for *HMS Sultan*, and who has been made an Honorary Chaplain to Her Majesty the Queen. It is with pleasure too that we repromulgate the promotions listed in the Communication Gazette on page 167.

### Respects

In this issue we pay our respects to Mr. D. Pickersgill who is retiring after 22½ years' service in *HMS Mercury* as the civilian Armourer.



The Chaplain

## CONGRATULATIONS TO OUR CHAPLAIN

By the Editor

The Rev. Ambrose Weekes, AKC, who joined the Royal Navy in 1944, and now Chaplain of *HMS Mercury*, is to become Chaplain of the Fleet in April 1969. We offer him our heartiest congratulations.

Father John Scott, our last Chaplain, now serving in *HMS Sultan* writes:

'Although very sorry at leaving *HMS Mercury*, I could not have been more delighted than when told that my successor was to be Father Weekes—a very old friend and my senior in the Navy.

'During his 24 years as a Naval Chaplain he has always, ashore and afloat, been a friend and adviser to all onboard. An excellent Priest who has never lost his sense of vocation. It is, therefore, with great joy to us all to know that his elevation as Archdeacon and Chaplain to the Fleet, will be of great benefit to the Church Universal and to the Royal Navy in particular.

'Our prayers, please, for him as he takes over his duties and may God's Blessing be upon him and the difficult tasks which lie ahead.'

## THE REVEREND J. G. SCOTT, OBE, QHC, L.Th.

by the Chaplain

It will give considerable pleasure to the many friends of the Reverend John Scott to know that in addition to the honour of the OBE recently conferred upon him, he has now been given the further honour of being made an Honorary Chaplain to Her Majesty the Queen.

The title will be actively effective for the rest of his naval career, and he will now wear the Scarlet Cassock which is the outward sign of his office. In addition he will wear the Royal Cipher on his Naval Scarf—worn with the Cassock and Surplice when officiating as a Naval Chaplain.

Chaplains are especially proud to receive this honour for the privilege of wearing the Scarlet Cassock continues after one has left the Service.

John Scott has served twice in HMS *Mercury* and is known by very many Communicators. We offer him our best congratulations and assure him that it is well deserved praise for all he has done for so many.



Photograph taken in 1946

Taken at Sembawang (ex Japanese POW camp). The Padre (Rev. J. Scott) with his choir who, with some Japanese prisoners-of-war, built the Chapel, the walls of which are shown in the background

## MR. D. PICKERSGILL— CIVILIAN ARMOURER

by Sub-Lieut. (SD) (C) P. E. Worthington

Mr Pickersgill is a familiar name to the Communications Branch and many a senior rate today can remember him when they were undergoing course as a new entry in HMS *Mercury* many years ago.

On December 6, having reached the retirement age of 65, Mr. Pickersgill will bid farewell to *Mercury* where he has served as a civilian armourer since 29 April 1946. In fact the past 22½ years has not been the only contact that he has had with the Royal Navy, nor in fact with the Communications Branch. He

joined the Royal Navy on the May 18 1919, having volunteered his services in the closing months of World War I. He was accepted at HMS *Ganges* and there commenced training as a Communicator. This however was not to last because with requirements for operators becoming less he was transferred to the Seaman Branch and began specialising in gunnery.

After training at Shotley he joined HMS *Malaya* on a flag-showing cruise around Malaya with the Duke of Connaught onboard. Mr Pickersgill spent the remainder of his service time in destroyers and recalls such names as *Sirdir*, *Campbell*, *Woolston* and *Exmouth* in the list of ships in which he served. It was whilst serving in HMS *Nubian*, during World War II, and when carrying out his duty as a gun layer in the director that he was the first one to sight the German prison ship *Altmark*, which was anchored in Littlejohn Fjord in Norway. This sighting led to the capture of the *Altmark* and the release of hundreds of seamen prisoners captured previously by such ships as the German pocket battleship *Tirpitz*.

Mr Pickersgill served throughout World War II and saw action in the African and Norwegian campaigns; took part in Norwegian convoys, and was in the first battle between the British and Italian fleets at Calabria Bay in 1945. Later in that year he was discharged from the Royal Navy having served for 26 years. Shortly afterwards he joined *Mercury* as a civilian armourer, a job which he has held ever since.

It is on behalf of all Communicators that I should like to wish Mr Pickersgill and his wife a very happy and restful retirement, and to thank him for all he has done for *Mercury* as a civilian armourer over the past 22½ years.

## APPOINTMENT OF RESETTLEMENT ADVISER

In the Supplementary Statement on Defence in July 1968 the Secretary of State for Employment and Productivity proposed to invite a leading industrialist to act as adviser on Forces resettlement. This proposal has now been implemented with the announcement that Mr Cyril Alfred Roberts has accepted the appointment.

Mr Roberts is a director of Woodhall Duckhams and is chairman of the Southern Region of the British Institute of Management and is a qualified barrister. He joined the Army in 1939 as a subaltern and left in 1946 as a brigadier. He was secretary of the National Coal Board for several years and was closely concerned with the problems attendant on the run down of the coal mines.

His appointment as Resettlement Adviser is honorary and he will advise both the Department of Employment and Productivity and the Ministry of Defence. He will review current resettlement arrangements and his main concern will be to bring home to industry and employers generally the *advantages of taking Servicemen and Servicewomen into their employment*. He is also invited to feed back the comments of employers so that we can review our training, advisory and job-finding facilities.

## THE NAVAL HOME LOAN SCHEME

The details given in the Christmas 1966 edition of THE COMMUNICATOR regarding the Naval Home Loan Scheme have been amended somewhat in that:

- a. the maximum amount payable is now £700 and
- b. it is now possible to buy a new house without having to repay the balance of the original loan still outstanding.

The condition in a. above is directly attributable to the 1968 pay and pension increases (i.e., the maximum amount of the loan is not to exceed the amount of a Leading Rating's Terminal Grant after 22 years' pensionable service).

The regulations regarding b. above are that a rating having once entered the scheme may be allowed to transfer the balance outstanding from one house to another in the same area providing the sale of the old house and purchase of the new one are simultaneous or very nearly so. Approval to transfer the loan from house to house may be given by the Captain of the ship or shore establishment if there has been a family increase or if there are medical grounds to prove the old house unsuitable. Other cases would need the approval of the Principal Director of Accounts (Naval).

---

## 21 YEARS AGO

by CRS Hassell

The cruiser *Aurora* and destroyer *Mendip* were handed over to China. The Chinese complement were trained in *Mercury* and in ships of the Home Fleet. The *Aurora* looked immaculate as she sailed out of Portsmouth, little did we know that a few weeks later she would be bombed and sunk by the Chinese Nationalists when the mainland was overrun by the Chinese Communists.

A new system was being tried out at this time, it was called EVOS—perhaps you've heard of it! The Home Fleet did a Scandinavian cruise and then assembled in the Clyde with every other ship that could be spared from Home Commands, for a review by HM King George V and the Royal Family. Just over 100 ships were present.

Some names that you may know: CPO Tel R. W. Walton on a warrant telegraphists course and who recently retired as a Lieutenant-Commander. Yeoman of Signals W. Coggeshall on a signal boatswains course and now a Lieutenant-Commander and soon to take the chair as SOTA in HMS *Mercury*.

A story from the Autumn 1947 issue of THE COMMUNICATOR:

"One dark and stormy night before our Yeoman had gained his second 'hook' he went up to the compass platform to relieve his 'oppo' from the middle. Seeing a dark shape in the corner where 'bunts' usually stands when it is raining, he went

up to it, gave it a hearty slap and said, 'don't you want a . . . relief?'. The Captain turned round and quietly said, 'he isn't due for another eight months!'"

(Editor's Note:—The *Aurora* was lent to the Chinese Navy in 1948 and then deserted to the Chinese Communists. On the 20th March 1949 she was bombed and sunk by the Chinese Nationalists).

---

## PORTSMOUTH NAVY DAYS

by Lt. C. D. Carter, RN

A record 76,764 people visited Portsmouth Navy Days during the three days of the Summer Bank Holiday. Of these, an estimated 22,000 came to see the Communication Stand in No. 5 Boathouse. This year the whole of the Boathouse was allocated to HMS *Mercury* giving a much larger area than in previous years. A completely new stand was designed and various commercial firms were invited to lend communication equipment on trial for the Royal Navy. The aim was to produce a modern stand and get as much public participation as possible.

The visitors were again invited to send radio telegrams free of charge to HM ships or to send a radio postcard to a friend in the UK. A duplex circuit to Whitehall Wireless was set up for the radio telegrams. The radio postcards were transmitted to RNR stations throughout the UK over a morse broadcast which was keyed from the stand using transmitters at Inskip and New Waltham. Some 650 telegrams and postcards were transmitted.

Closed circuit television was very popular. A camera was mounted above the entrance to the stand with remote control facilities and a monitor inside allowing visitors to operate the camera. To draw the public into the stand a studio camera with its own monitor was operated at the entrance. Quite a few RO's became expert cameramen!

The videomatic typing system allowed visitors to try their hand at typing. A communication satellite display made an attractive entrance and an ancient and modern display showed the Jackson transmitter with modern receivers. Approval was obtained to print the Press Association's news and this added much interest.

The Communication stand was a success due to the hard work put in by the chippies, electricians and RS Collins in the preparation and to the cheerfulness of the ratings—both male and female—who were at the stand during the three days.

---

## THE 1914-18 TELEGRAPHISTS ASSOCIATION

by Lt-Cdr E. W. A. Collins, RN

The Annual General Meeting and dinner of the Association was held in HMS *Chrysanthemum* in October. Until a few years ago the Association held its annual function in a hall in London, now the members



## BARBARA VON DER HYDE



*(by courtesy of Rank Organisation)*

**20 years old and an ex-ballet dancer. Two hundred years ago Barbara's ancestors came to Britain from Germany**

are most grateful for the kind permission of the Commanding Officer, London Division of the Royal Naval Reserve, to use *Chrysanthemum*, in which the atmosphere is so much more appropriate to such an occasion.

For the fourth successive year the writer, a nephew of one of the members, had the honour and pleasure of being invited as a guest of this unique gathering. Readers will know that the Association was formed by members who had served in the young Telegraphist Branch in the First World War. It was therefore a privilege to be among the pioneers of the radio side of the Branch, many of whom had served during its infancy. Bearing this in mind, it was astonishing that so many of them had made long journeys to attend, and none of them looked the age that eligibility for membership betrayed. Many of these veterans had followed careers in the radio industry or with the BBC and had not lost touch with modern developments—indeed, as technicians with broadcasting, without doubt some credit was due to these ex-sparkers for the advance which culminated in the technically superb coverage of the Olympic Games in Mexico.

As a 1933 vintage Boy Telegraphist I was not entirely without experience of the vicissitude from the power-punching free-for-all of LF to the more scientific sparring of HF, when the absence of ganging in our first HF superhet needed an operator with six arms! (not counting the vital one—for Ki and tickler!) Such demands, however, were armchair push-button in comparison with the contortions required to, for instance, receive a signal on HF on the China Station in the early days—and succeed!

Not that such revelations were volunteered by our veterans, who had persistently to be drawn—they were far more interested in such matters as the advent of satellite communications and the advance in Service and Welfare conditions in the Royal Navy, subjects with which many of them were very well informed.

Not unnaturally at such a get together, the main QRM was the cracking of old ships. Again here was an opportunity to gain an insight into Jackie Fisher's Navy at first hand—ships, equipment and the conditions. Inevitably much of the talk was of the characters—from admiral to OD—who had brightened (or otherwise) the scene. In this respect the Navy did not seem to have changed much, one could identify most of these 'cases', though of a later era. Jack, enjoying better general conditions nowadays, probably has to display more ingenuity to 'touch the heart of the Jaunty' or 'moisten the eye of his DO', but we have all met worthies who appeared capable of doing so. Again, the fads and idiosyncrasies to which one has been subjected by 'Old ———' or 'that ———' have served to spice our reminiscences. Made me think that maybe it does 'blow like it used to'!

The members look forward immensely to their annual meeting. In this, the 50th Anniversary of the signing of the Great War Armistice, I know that all Communicators will join me in wishing the Association many more such happy evenings.

## PREPARING FOR A FLEET BOARD

by S/Lt. (SD) (C) J. T. Hudson, RN

*Mercury* has produced Fleet Board Preparation Pamphlets which have been despatched to ships. These pamphlets cover the whole range of subjects required by candidates for Fleet Boards and have proved a great help.

Any ship who has not received a copy should write to the Training Aids Office, HMS *Mercury* and ask for one.

## EXAMINATION FOR RADIO OPERATOR 2nd CLASS

by Lt. (SD) (C) J. Veal, RN

DCI(RN) 939/68, published in August 1968, introduced new rules for the conduct of the examination for RO2. This article has been written to help the individual to prepare himself for the examination. More detailed information can be obtained by reading the DCI or by consulting your Divisional Officer, or Divisional senior rating.

Each rating whether selected (G), (T) or (W) must pass in the cryptographic subjects given in the DCI.

All ratings must pass a practical examination appropriate to their selected sub-specialisation as follows:

Subject	Passing %
MMX } selected (G) and (W) rating only	20/96
MTX } selected (G) and (W) rating only	18/90
FRX } selected (T) ratings only	10/96
FTX } selected (T) ratings only	10/85
TTX } All ratings	30/96

Prior to the examinations referred to above ratings should have been awarded 'Certificates of Proficiency' as follows:

### FOR SELECTED (G) RATINGS

- A fleet broadcast reception operator
- An operator on a direct working CW circuit
- A tape perforator
- An operator on an administrative voice circuit

### FOR SELECTED (T) RATINGS

- An operator on a tactical voice circuit
- A flashing light operator
- A tape perforator
- An MSO operator

### FOR SELECTED (W) RATINGS

- An operator on an EW voice circuit
- An operator on a direct working CW circuit
- A tape perforator
- A fleet broadcast reception operator

Subjects covered above are examined during a formal examination but certificates of proficiency are gained as soon as the individual rating has satisfied his Commanding Officer that he is proficient in the appropriate task under routine conditions and with supervision.

## LETTERS TO THE EDITOR

Main Signal Office HMS 'Dolphin'  
Fort Blockhouse, Gosport, Hants  
8th October 1968

Dear Sir,

Two submarines were recently given an electric toaster each for trial and report. *Narwhal's* report was as follows:

### REPORT ON TOASTER

1. We think a good toaster should:
  - a. Toast bread evenly all over.
  - b. Not melt the plastic table-cloth.
  - c. Be stable at 30° of dive.
  - d. Be suitable for use in Ultra Quiet.
  - e. Have a sufficiently high coefficient of friction to prevent slip on plastic table-cloth.
  - f. Be large enough to be kept on permanent load.
2. **Faults in Design**
  - a. The two handles, that is, the fixed and the operating, are identical in appearance. In 90% of the trials, the wrong handle was inadvertently pushed down causing premature ejection of toast and toaster. To prevent this suggest operating handle should be painted with DAYGLO and the fixed handle removed.
  - b. Appearance—There are large chromium surfaces which are undesirable at the breakfast table after a few days at sea. Suggest a matt finish.
  - c. No ejector or cancel button is fitted and if the first effort fails to brown the toast sufficiently, various methods of ejection have to be employed, varying from forcing up the operating handle to complete inversion of the toaster.
  - d. The number scale on the brownness (?) lever is in the form of a thin strip stuck on. This started peeling off within a very short time.
  - e. One of the two slots is for use for a single slice of toast and is marked with a thin white line. This is not readily visible in red lighting and with the eyes clogged up with sleep, suggest the marking should be in Braille.
3. **Robustness**

A mechanical strength test was carried out by allowing the toaster to fall off the table at 250 feet. It worked satisfactorily after this test. When a violent roll to port occurred, the toaster fell off the table and was suspended by its lead, which proved adequate for the purpose. (This incidentally, solved the stowage problem.)
4. **Toasting**
  - a. How quick? It took about 1½ minutes to produce two slices of medium brown toast. Starting from cold it took about 30 seconds longer than when the toaster was hot from previous use. How brown? We tried toasting:  
Fresh medium sliced white bread  
Stale medium sliced white bread

Very stale medium sliced white bread  
Mildewed medium sliced white bread  
Frozen medium sliced white bread  
Cheese Ush (Welsh Rarebit)

Whatever the type or freshness of the bread, the toaster gave consistent results at the lower settings—it was underdone. At dark brown there was a tendency for a fire hazard. The toaster is not suitable for Cheese Ush.

### 5. **Value for Money**

This toaster has the following advantages over the old type: as toast is entered and ejected at the top, it does not require a clear space at the sides as the old one did for the side flaps. Therefore 64 square inches less table area is required, an important point in future submarine design, and now allows room on the breakfast table for Peanut Butter, Mixed Pickles, Daddies Sauce, Green Label Chutney and Curry Powder.

### 6. **Disadvantages**

With the advent of the automated version, the sporting instinct of picking the moment to withdraw toast is lost. It also leaves the fifth hand jobless at the breakfast table and therefore free to talk. The best buy is undoubtedly the Morphy Richards, but only if no further reports have to be written.

It is requested that the trials team may now change their diet to encompass foodstuffs other than toast.

Yours faithfully,  
R. W. D. EDGAR (CY)

★ ★ ★ ★ ★

HMS *Mercury*  
8th November

Dear Sir,

Before leaving HMS *Mercury* on my retirement I should like through the medium of THE COMMUNICATOR to say farewell to all officers and ratings whom I have known during my 22½ years in *Mercury*.

I have made many friends, and I know I will miss a lot of the old faces. But all things must come to an end one day, many of them with regrets. Looking back I have seen many changes, from Nissen huts to spacious classrooms, and many additions; living accommodation and places of entertainment and sport, and all for the best.

So to all of you wherever you are — 'Cheerio'.

Yours faithfully,  
D. PICKERSGILL.

(Editor's Note: An article on Mr. Pickersgill is included in this issue.)

## SOMEWHERE A VOICE IS CALLING

Dear Sir,

This is something I heard on a voice net at RNAS Brawdy and thought you might like to use it in the next edition of *THE COMMUNICATOR*:

'Aircraft calling Brawdy. This is Brawdy. Were you calling Brawdy Over.'

I might add that this was said by a young Wren.

Yours faithfully,  
RO2(G) AMEY.

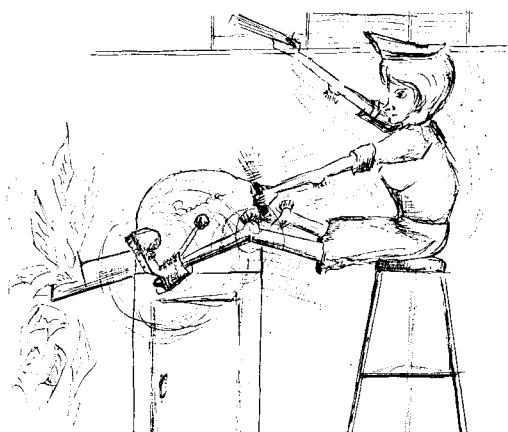
Main Signal Office, RNAS Yeovilton,  
Nr. Yeovil, Somerset.  
November 11, 1968

Dear Sir,

We are sending 2 cartoons drawn by RO2(T) I. Watt of MSO Yeovilton, HMS *Heron*. We hope you will find these suitable material for *THE COMMUNICATOR*. We would be obliged if you would return them to us.

Yours sincerely,  
THE MSO WRENS

★ ★ ★ ★ ★



'It's OK Chief, I'm only doing a rush dist'



'But Chief, you said all Signals were to be stamped!'

## TROGLODYTES TALK

by Orpheus (RNR)

37 South Street, Southsea, Hants.

Dear Sir,

I trust this will not be too late for inclusion in the Christmas edition of *THE COMMUNICATOR*:

Previous articles under this heading have been by Orpheus (RN) but I feel that the time has come for the RNR (HQR) side of Portsmouth Comcen to say something. Since the summer issue Lieut. (SD) (C) Wilson and CRS Eames have joined us and we of the HQR extend our welcome and hope that our association will be mutually beneficial. However in welcoming them we have to say goodbye to Lieut. (SD) (C) A. W. Hawkes and CRS Coombes both of whom as well as being our mentors during the past 2½ years have also become our personal friends.

I am proud to record that 'Harry' has only missed one drill night during his time at Fort Southwick and 'Len' Coombes not many more. We can but say simply and very sincerely 'thank you both for your patience and understanding, and to wish you, together with your wives, every success and happiness in civilian life'.

At the time of writing we have just finished Exercise 'Silver Tower' but as this was a live exercise communications traffic was very light at Fort Southwick so that HQR communicators were not tested to their full capabilities. On completion of the exercise a social evening was held in Fort Southwick which everyone both RN and HQR thoroughly enjoyed.

Yours faithfully,  
A. C. MOORE,  
Lieutenant RNR.

★ ★ ★ ★ ★

## SUMMER CROSSWORD

*Across:* 1. Neurasthenia, 8. Torrent, 9. Employs, 12. Ethe, 13. Trade, 14. Stun, 17. Tarried, 18. Ethical, 19. Megaron, 22. Blemish, 24. Chal, 25. Winds, 26. Mien, 29. Nashgab, 31. Ingrate, 32. Threadneedle.

*Down:* 1. Norther, 2. User, 3. Asterid, 4. Treadle, 5. Espy, 6. Any, 7. Streptomycin, 10. Optic, 11. Single-handed, 15. Fibre, 16. Sheet, 20. Glass, 21. Nailbed, 22. Bedside, 23. Imitate, 27. Ogee, 28. Egid, 30. Aft.

No correct solution to the Summer crossword was received so the 1 guinea prize will be added to the next crossword prize (Spring 1969 edition).

It is regretted that there is no crossword in this issue of the magazine due to an administrative error by the editor. But the editor would like to take this opportunity to thank Ann Jewel for her kindness and interest in providing such excellent crosswords for our magazine over the past years, and hope that she will continue to provide them in the New Year, and for many years to come!



Royal Navy  
Amateur Radio  
Society Exhibition  
Stand. CRS  
Matthews, G3JFF  
and RS Metcalfe,  
G3TIF with two  
visitors reading code  
proficiency  
transmissions

## ROYAL NAVY AMATEUR RADIO SOCIETY

RADIO COMMUNICATIONS EXHIBITION 1968

by CRS M. J. Matthews, G3JFF

The annual radio communications exhibition sponsored by the Radio Society of Great Britain is one of the most looked forward to shows in the Amateur Radio calendar. This year's exhibition was held in the New Horticultural Hall, Westminster, London, between the 2nd and 5th October and proved as big a draw to the public as ever before. The armed forces amateur radio societies have become staunch supporters of this show, and with few exceptions, have regularly provided a stand manned by members of their respective societies.

The Royal Navy Amateur Radio Society manned a stand at this year's exhibition which included items of amateur and 'topical' Royal Navy interest. The team manning the stand included members from HMS *Mercury*, HMS *Eagle*, Whitehall W/T and RNXS.

The main theme of the stand was built up on the RN Amateur Radio Society code proficiency transmissions which have become so popular through the monthly transmissions from HMS *Mercury* (G3BZU). A GNT auto transmitter was wired up through an oscillator to provide the necessary output to a bank of headphones and participants invited to copy for 3 minutes at speeds between 20 and 40 wpm. The results were corrected and 100% copy entitled the reader to the code proficiency certificate issued by the Society. At the show the following code certificates were gained:

Basic 20 wpm—51  
25 wpm—32  
30 wpm— 9  
35 wpm— 4  
40 wpm— 2

Also on show was one of the new GNT morse inkers (undulator) wired up to the old and new pattern navy morse keys. Many persons took the opportunity to reminisce over the Old and admire the New.

The naval part of the stand showed various facets of the modern navy, with pride of place going to a scale model of a satellite tracking terminal showing the Royal Navy's intention to be in the forefront in modern satellite communication systems.

As with any exhibition a major feature is the direct contact one has with other members. This year was no exception with over 30 members indentifying themselves to the staff at the stand. Others might have wanted to remain 'Incognito'! Several new members joined during the show and a large number took the opportunity to renew their annual subscriptions.

During the exhibition opportunity is taken, whilst so many members of the Society are in London, to hold the Annual General Meeting which is always well attended and enables the committee to become aware of the members wants for the coming year!

An exhibition of this scale requires a lot of preliminary work before the public enter the turnstiles, and the number of helpers is too large to enumerate. However, our thanks are recorded to DPR(N) without whose assistance we could not possibly have participated; to GNT for the loan of equipment, and to all the stand staff who willingly gave of their time for the Radio Communications Exhibition—1968.

**JAMBOREE ON THE AIR—1968**

by CRS M. J. Matthews, G3JFF

The headquarters station of the Royal Navy

Amateur Radio Society was operated by personnel at HMS *Mercury* to participate in the International Scout Jamboree on the air during the weekend October 19/20 1968. The station was acting as hosts to the 1st Sheet (St. Mary's) and the 2nd Cowplain group of scouts. The visitors were able to listen to contacts with other scout stations from all over the world.

On their arrival CRS Matthews gave the scouts an introductory talk on amateur radio and afterwards demonstrated the world-wide capabilities of this hobby. During the course of the weekend contacts were made with stations in the USA, Malaysia, Canada, Italy, Austria, Germany and Norway (to mention a few) as well as a large number of scout stations set up in the UK. Two such contacts were with the UK headquarters of scouting (Baden Powell House in London) and the internationally famous scout training ground at Gilwell Park.

The scouts seemed to be suitably impressed with the demonstration and showed keen interest in the display of QSL cards from all over the world. Each scout of two troops was presented with a copy of the G3BZU QSL card as a memento of a very pleasant and enjoyable time.

Operators at HMS *Mercury* were CRS Matthews (G3JFF), J. Pencavel (G3UKQ), CPO Rogiers (Belgian Navy) (ON5OJ) and RO2 Rayner (SWL).

## MORSE CODE PROFICIENCY TRANSMISSIONS

by CRS M. J. Matthews (G3JFF)

These transmissions are made on the first Tuesday of each month (including leave periods). A practice run is transmitted at 1800Z on 1875 kHz and this is followed by the qualifying run at 1900Z on 3520 kHz.

Text (Plain language) is transmitted at 20, 25, 30, 35 and 40 wpm for 3 minutes at each speed. 100% copy at 20 wpm qualifies the applicant for the code proficiency certificate issued by the Royal Navy Amateur Radio Society. Copy at other speeds is acknowledged by the issue of a sticker to attach to the certificate. Entries, together with four 5d stamps (for the certificate) or one 5d stamp (for stickers) should be sent to:

Royal Navy Amateur Radio Society  
(QRQ Run)  
HMS *Mercury*  
Nr Petersfield, Hants.

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## SEVERN DIVISION RNR

by CY RM Flint

On browsing through a stockpile of old COMMUNICATOR magazines, I find no mention of the RNR Division known as the *Flying Fox*. This I intend to put right in this winter edition of our magazine. Many readers have never heard of HMS *Flying Fox* (not to be confused with the new survey

vessel HMS *Fox*), and if they have, few would know where and what it was. To put the record straight, the *Flying Fox*, named after a well known racehorse, was built at Wallsend-on-Tyne, launched in 1916 and commissioned at Devonport May 1918. Her length was 276 feet, beam 35 feet and displacement 1,320 tons. Powered by Triple Expansion (4 cyl) engines producing 2,500 hp, with a single screw her maximum speed was 16 knots. The complement was 82 and armament 2 x 4 inch guns and depth charges. The *Flying Fox* was built with a straight stem and stern, dummy bridge aft, a single funnel amidships and an anchor painted at the stern, giving the appearance that both ends of the ship were identical. There was one mast but as this was before the funnel on some ships of the class and abaft on others, the ship's course was difficult to ascertain, thus making a successful enemy attack less likely. Confusion was further enhanced by dazzle painting. Based at Londonderry for convoy and escort duties and credited with sinking the last 'U' boat in World War 1 by ramming, she proved to be the 'seahorse' of her class. After paying off in October 1919 she arrived at Bristol October 1923 and was commissioned as a drill ship in May 1924.

At present *Flying Fox* is berthed alongside Mardryke Wharf in Bristol's floating harbour and the Division's minesweeper in a billet just astern (or ahead—confusion still exists). This has been worthy of a mention for in a few years the ship will be on her way to the breakers yard and Bristol will have lost a historic landmark. By then the Division will have moved shoresides to a purpose built headquarters and will probably miss the nautical environment of the old *Fox*. As for the communication staff without which the Division could not run effectively, their civilian occupations are varied. Just to name a few, there is the Schoolmaster, Civil Servant, British Rail clerk, numerous Secretaries, Carpenters, Welders, Plasterers and Computer Programmers. Certainly a far cry from naval communications. They tackle the wide aspect of our communication set-up and considering at the most, they can only put in four hours a week during the two drill nights, they make excellent progress.

Once a year, the Reservists spend two weeks at various naval establishments and in the case of the lads, can instead, go to sea in the minesweeper to take part in one of the many fortnightly exercises. Many of those eligible undergo advancement courses in their category and with two weeks hard graft invariably return with the incentive to slap in a request for rating up.

The one disappointment felt when a Reservist is drafted to a shore station to gain practical knowledge during a particular exercise, is that although they have covered the basic ground work, little opportunity is given to prove themselves when the responsibility of their rate warrants. It should be emphasised that this fortnight's training is the only time our Reserves see for themselves the way the Navy carries out its task and it is a sad thing to see a few return a little unimpressed. Anyway, training is only half the story.



## WRNS NEWS FROM MALTA

### The Communication Wrens in Malta

There are in general about 35 communication Wrens working in the Commcen here including our one switchboard operator, Ldg Wren Hornby. The senior ratings are Chief Wren Wilesmith, PO Wren Hill, PO Wren Sims, PO Wren Low and PO Wren Eaton. The PO Wrens, under the supervision of Lieut. Murphy, run FO Malta's crypto office with the assistance of Ldg Wrens Arrowsmith, Trotman, Connor and Jordan. The Wrens work in the national and NATO tape relay rooms, the Broadcast MR room and FO Malta's MSO.

We have 6 Wrens going on advancement course beginning in October and of these, Wrens Hatch, Mitchell and Hunter will be returning to Malta, and Wrens Cockburn, Thomson and Rogers will say goodbye to this sunny climate and will be enjoying their FSL after course in the wet mists of far off UK.

Five other young ladies are also leaving on return to the UK after 15 months tour of duty here. Wren Hill has just left us this month, Wren Hunkin leaves on October 16 and Ldg Wren Arrowsmith and Wrens Paxton and Holgate at the end of October. PO Wren Low leaves the Service in November, she and all the girls who are leaving Malta have our very best wishes.

On the brighter side the girls who have just joined us are PO Wren Simms, who was out here only a year ago and is glad to be back to be able to take up snorkeling and diving with the RN Diving School again, and we also welcome Wrens Wilson, Gibbs and Fisher from the Navy Department. Third Officer P. Booth, WRNS (Ce) has just been out here for a month on loan for exercise and has taken back happy memories and a super sun tan which we hope will not fade too fast. Engagements are, PO Wren Eaton, Ldg Wren Arrowsmith and Wren Gore.

### Duke of Edinburgh's Award Scheme

Wren Ryan was presented with the Duke of Edinburgh's Silver Award at a celebration for Children's Day.

### British Forces Broadcasting Service Quiz

Wren McEwan has just taken part in this quiz as one of the members of WRNS team. In the first round they competed against the Royal Corps of Transport team and were winning four points ahead right up to the last round, when unfortunately the RCT raced ahead, answering questions on sport, and we were beaten 32 points to 29.

### Hockey

PO Wren Hill is the commcen's WRNS hockey representative. The team is a mixed one and plays against the ships when they come in, although last season some games were played with a Wrens only team against the 'Minesweeper' wives. Our hockey players are PO Wren Hill, Wrens Thomson, Roddham E. A. Jones, Rogers, Cockburn and Gowan. Unfortunately many of them are leaving for the UK during this season so at the moment we are busy looking for others to take their places.

### Epitaph of a Bed

By the combined craniums of Wrens Gore and Redwood  
(Malta Commcen)

We are the belles of Brown Watch,  
Carefree 'young ladies' are we,  
We come on night watch, hoping,  
Of 'crashing out' soon after three.

The nights are long and tedious,  
Mark you, we do have our fun,  
Even the Chief ain't a bad old stick,  
(When he's asleep . . . that's just before one!)

'A Flash' he cries, and what panic,  
We're awake by the count of three,  
False alarm, tis only our Katy,  
Giving 'Jack' a wee peep at her knee!

Poor lad, he's out cold. Oh Katy  
You simply must try to contain  
These urges you get on the night watch,  
It simply ain't playing the game!

Oh well, I'm just about done for,  
My eyes are as heavy as lead,  
I can't stand the pace any longer,  
I'm going . . . I'm dropping . . . I'm dead!

### An Impression of Malta

Anon

For anyone soon to come out to Malta, let me whet your appetite and/or dispel a few myths about life out here. There is no doubt that Malta is not the social whirl it was, but it is still the same island of sun, sea and—I was going to say sand, but in my experience sandy beaches seem to be at a premium *and* at the

other end of the island. To get to them (Armier Bay seems to be the favourite one) involves, unless you are rich enough to have your own transport, a hair-raising but interesting bus ride, rattling at breakneck speed down potholed, tortuously twisting narrow roads as though the devil were behind you, or bumping lazily along at a snail's pace—as the mood takes the driver. To my mind if you haven't ridden on a Maltese bus to one of the more distant villages you won't really know what Malta or the Maltese people are like. You are just as likely to be bumping along next to a smartly dressed woman going to see her relatives, as you are to be next to a barefooted, weatherbeaten old fisherman in baggy trousers carrying a basket of fish. This ride takes you past fields each no bigger than the size of a pocket handkerchief, built up in terraces with dry stone walls—fields of kale, vines, tomatoes and pumpkins till you eventually reach your destination—and then the ride seems well worth the effort—to be able to see the sparkling blue Mediterranean spread out before you.

Many Wrens on their days off go swimming and snorkeling and some of the more intrepid types like Wrens McEwan, Jarratt and Ostridge have tried their hand(?) at water-skiing with the Services Club at the Palm Beach at no great expense. Watches organise their own beach trips on days off and spend the day at a favourite beach. If you prefer something more energetic you can go riding from the Marsa, or sailing from St Angelo or Hayes Wharf (the Army Sailing Centre) opposite Whitehall Mansions. In the winter the RAF organise go-karting on Sunday afternoons at Halfar, and welcome WRNS club members. Then there is always the island itself to explore—M'dina the Silent City, the ancient capital of Malta, the neolithic temples at Tarxien (pronounced Tarsheen) the Hypogeum (the only underground temple in the European world) at Paola, and the 'cart-tracks' worn deep into the rocks (thought to be) by the sledges of migrating Neanderthal Man which unaccountably disappear straight over the edge of Dingli cliffs.

Malta is also an ideal jumping off place for the other Mediterranean countries. PO Wren Hill spent a week's leave in Cyprus, managing to get an indulgence flight there and back. She stayed in the WRAF quarters at Akrotiri and from there, in a hired car, explored Cyprus covering 750 miles(!) travelling over mountain roads, past orange groves and visiting the lovely beaches Cyprus has. Ldg Wren Trotman and Wren Cox have been camping in Sicily and were most disappointed that they missed seeing Mount Etna erupting—this happened the day they left! Wren A. E. Jones has just come back from her first holiday abroad. Using the camp-site just outside Naples as a base, she has explored the islands of Ischia and Capri, seen Amalfi and Sorrento, and spent a day wandering through the ancient streets of Pompeii.

Wren Redwood has been even further afield and managed to hitch-hike to Rome to see St. Peter's Basilica and the Square, the Vatican City, the Colosseum and last but not least the beautiful

fountains of Rome for which the Eternal City is so famous. Last June, Wren Roddham and Wren Thomson spent two weeks hitch-hiking through Italy to Brindisi (which proved rather a hair-raising experience), caught the ferry to Greece and spent a week or so exploring Athens. For anyone planning to stay in Athens—be warned—it's not the 'bed' that's expensive (at a small pension it costs about ten shillings a night) it's the 'breakfast'! Apparently the price of a meal is astronomical and as Wren Thomson and Wren Roddham had decided their money would just stretch to travelling back by train instead of hitch-hiking, they lived on 'kebabs' at threepence a time and fruit.

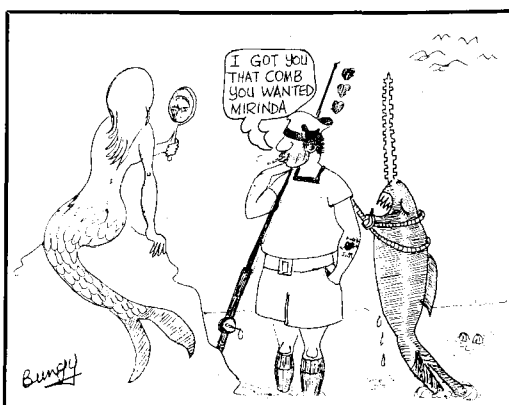
If you don't manage to explore the Mediterranean whilst you are here you can always travel back to the UK overland, as several Wrens have done and see Italy, Austria and the Alps, Switzerland, Luxembourg and Belgium or France.

## Communications Division — COMNAVSOUTH

(Extract of a letter from Third Officer M. Thomson)

"So sorry that this 'News from Malta' is late. The reel of film is I'm afraid undeveloped (it's black and white)—the first six shots are of the common Wrens playing in a mixed common team against the mixed Comms. Division team from NAVSOUTH (National v NATO). The last two shots are of St. Angelo Bastion decorated with a huge Maltese Cross for Independence Day 21st September and of Msida Creek looking towards Valetta with Whitehall Mansions in the background. The work of the (Ce) on the staff of COMNAVSOUTH in the Comms. Division includes advice on crypto and as the NAVSOUTH crypto custodian.

"NATO work has given me the opportunity to travel to Brussels for meetings at SHAPE and Naples for conferences at AFSOUTH (have explored all round Naples—Herculaneum and Isle of Capri—





and also Rome). Am part-owner of a motor boat (3 hp outboard engine only) and spend lots of afternoons of summer routine chugging round the coastline—favourite bay is Island Bay, and weekends chugging up to St. Paul's Bay and over to island of Gozo."

*(Editor's Note: Unfortunately the films did not come out well enough to be published. Thank you very much for your effort. The film has been returned as requested.)*

## NEWS FROM MAURITIUS

Mauritius may be one of the last outposts but nevertheless still has a lot to offer. The WRNS unit is a comparatively recent addition here and has settled into the island remarkably well. Comprising 24 ratings and 1 WRNS officer we live closely together, have a little community, a happy one, plus the fact that this is a veritable marriage bureau. Quarters are some of the finest available, many of us occupy married quarters flats, the rest living in the Wardroom annexe. We have two cooks and two maids supervised by a PO Wren QA who looks after our comfort. In fact just about everything is done for us so much so that we shall have problems using a brush on returning to the UK.

For a person keen on outdoor life and sport this may be the ideal place. From water skiing and diving to lazing on a beach the Wren soon finds out what suits her best. Shell collecting appears to be the main hobby and one can become quite a fanatic, even to getting up at dawn to go diving. We also have the occasional football match—our own rules of course—more often than not ending up as a wrestling match.

The social life is somewhat limited and although there are several restaurants and night clubs it is necessary to have a male escort and transport. The messes though seem to cater pretty well as the junior rates mess has a fortnightly dance, quizzes, horse-racing and tombola, etc. We have ships' company dances several times a year which is something to look forward to. As for visiting ships we now seem to be limited to Americans, they have been great ones in the past for Bar-B-Qs forever willing to cook steaks. We did have a dance though when the Americans promised to provide the food but such was the confusion that we found ourselves presented with 16 cans of uncooked popcorn.

Workwise the Wrens may be doing any job from routing to typing into TARE. Morse Wrens work in the ship room although ship-shore is operated by locally entered personnel. The usual 48 hours watch is worked with about 5 Wrens to each watch. Leave out here can be rather restricting—very expensive to be able to leave the island. A large number of Wrens spend their leave at the RN Beach Club at Le Chaland which contains several chalets, has a large dining room, bar and TV, is very cheap and set in the most beautiful surroundings. By the way it does rain here, and it is not always a tropical paradise. Summer is coming though so we will be thinking of all the UK readers when we are basking on the beach at Christmas.

## NEWS FROM OSLO

As we are so few in number communications wise, may we as a complete unit offer a few lines.

Welcome to 2/O Sunley, WRNS, our new officer-in-charge. We all hope that your stay will be as pleasant and enjoyable as that of 2/O Thurston, WRNS whom we trust is well and truly settled into Northwood.

During the period September/November we said goodbye to four old hands, all Writers but trying their best to persuade me that they all touch communications in some vague form, Ldg Wren Frances Hazelgrove, Wren Rhona Lomax, Ldg. Wren Sheila Swaine and Ldg Wren Audrey Armstrong (our one and only Sten). I trust that their reliefs are armed with boots, great-coats and thick tights in order to face the onslaught of the coming snow and minus temperatures after our glorious summer!

May we take this opportunity to offer our congratulations to Ldg Wren Angela Porter (*née* Eliassen and of Norwegian blood herself) on her marriage in August to Sgt. George Porter, both still working here in AFNORTH. Our congratulations also go to Ldg Wren Lesley Wycherley on her forthcoming marriage in December to SAC Neil Rawlingson.

## NEWS FROM HOME

### Wren Radio Operator's Advancement

As at the end of October the Wren's advancement roster stood as follows:

To Leading Wren Radio Operator (awaiting course)	.. .. .	137
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To Petty Officer Wren Radio Supervisor (awaiting course)	.. .. .	9
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The final advancement course this year began on November 11. Advancement courses this term include:

#### ADVANCEMENT 5/68:

Ldg Wrens McBarnett and Apperson and Wrens Moss, Warner, Hatch, Rogers, Cockburn, Hunter, Cryer, Mitchell and Thompson.

#### ADVANCEMENT 6/68:

Wrens Hill, Colsen, Hills, Jones, Johnson, Paxton, Start, Morris, Sadler, Hales, Dickinson and Giles.

### Our First Impressions of Soberton Towers by WRO 7's Course

We arrived at Soberton on a sunny Friday afternoon so our first sight of our new dwelling quarters was highlighted by the sun shining on the surrounding copper beech and elm trees. We thought Soberton Towers looked a cross between a castle with tall turreted towers and a stately country house. Indeed it was a contrast to the entrance gate at *Dauntless* which was topped with barbed wire.

The main hall looked rather cold and bare but this feeling was dismissed by the friendliness and helpfulness of the Wrens. Because Soberton Towers is so isolated it seems to bring a stronger bond of friendliness amongst us. After supper which was a meal

which had plenty of choice we decided to visit our pub the 'Pinkie' even though we had been warned by our PO Wren that it was a rather low dive for anyone. We certainly found that the navy spirit flowed very freely amongst everyone and even though there were signs of disapproval the majority of us have been back for more.

### **Whitehall Wireless**

by Two Vital Statistics . . .

Two little Wrens from Stats. we be,  
Our day-long job is wetting tea,  
And although we serve him faithfully,  
He beats us most atrociously.

Our day begins at half-past eight.  
And for our master we must wait,  
Before him then we stand and quiver,  
With his bold stare he makes us shiver.

He picks fault with gay abandon,  
And leaves us not a leg to stand on,  
If we two dare to rebel,  
Our revolution he doth quell.

Don't take to heart our feeble cries,  
For they are mostly rotten lies.  
He's good to us and please be sure,  
His paranoia we will cure.

### **A Visit to HMS Whitby**

WRNS (M4)

HMS *Whitby* is a Type 12 anti-submarine Whitby class frigate and the visit to her was one of my most memorable days since joining the WRNS. We left Soberton Towers at the early hour of seven which one must admit is the most beautiful time of the day.

We arrived at Portsmouth Dockyard and were driven to the frigate. There she lay, was it really us that were going to spend the day at sea! We were made very welcome onboard. I think this had something to do with the fact that some of the men had been given the day off to look after us. We were shown round the ship from the bridge to the laundry and, of course, the wireless room and MSO, which was the main point of the visit to us morse Wrens. Everyone seemed to know their job very well and there was a most friendly and relaxed atmosphere onboard.

### **The Communicator — Sub-Editor**

by the Editor

Second Officer Daphne Seller WRNS who is G1 in HMS *Mercury* has kindly volunteered to be a sub editor of this magazine. As such she will be very pleased to receive any contributions for publication in the appropriate magazine edition. All WRNS articles should therefore be addressed to:

The Sub-Editor (WRNS), THE COMMUNICATOR,  
HMS *Mercury*, near Petersfield, Hants.

### **The Sparker**

by Wren Hooker (M4)

He has no romantic glory,  
Like the men who fly the 'planes,  
He has no valour like the soldier,  
Who fights in cities, fields and lanes,  
But still he is important,  
He has a job to do,  
Keeping middle watches,  
And gruelling forenoons too,  
He may be down the MSO,  
Keeping watch on Ratt ship-shore,  
He may be on the broadcast,  
With signals by the score,  
He may be on the messdeck,  
Where he's full of larks,  
Next time you see a ship at sea,  
Just think of him, old sparks.

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## **OLYMPIC GAMES**

by Lt.-Cdr. G. M. Tullis, RN

How many viewing hours did you devote to watching the Olympic Games on Television? No doubt you were very impressed by the standard of the live pictures which came by Satellite to our screens. It was originally intended to transmit the Olympic Games via Intelsat III. When the Intelsat III launch vehicle failed, the overseas television coverage of the Games at Mexico City was handled through the Applications Technology Satellite III. The use of the satellite was made possible under a contingency agreement between the National Aeronautics and Space Administration (NASA), and the Comsat Corporation in case Comsat lacked sufficient satellite capacity.

ATS III was launched in November 1967 as one of the series of satellites to carry out experiments in the useful applications of space technology in communications, meteorology and navigation. It is in synchronous orbit over the Atlantic.

The video part of the composite television picture was transmitted from Mexico's earth station to Goonhilly via ATS III. Back up stations are at Etam-west Vancouver and Raisting-West Germany. The sound part of the signal was carried along land lines from Mexico to the Canadian earth station at Mill Village, Nova Scotia, and from there via Early Bird to Europe where the sound and vision signals were matched.

In addition the signal was carried by land lines to a transportable earth station located south of San Jose, California, to be relayed via Intelsat II in orbit over the Pacific, to Japan and other eastern countries.

# GOING THE ROUNDS IN MERCURY

## CHIEFS CHATTER

by CRS J. H. D. Buchanan

We were nearly late again with this article and without the usual reminder we would have missed the boat. Last time I was in the middle of taking over from Ted Palfrey. As coincidence would have it, or was it 'Drafty', I am in the middle of handing over to my relief, Dennis Alderson (ex-Fife) and by the time this article goes to print I will be onboard the *Galatea*.

The Mess still has the appearance of a NATO Club, the Iranian contingent now claiming it to be their permanent residence in the UK. At one stage we were fully booked for cabin accommodation which is quite a change from the average six or seven virtual members.

The Bar-B-Que according to those two hundred and fifty or so who attended was a great success and incidentally quite costly—mind you, drinks were being sold at a standard rate of one shilling! Let's have another?

Once again the 'Sea Dads' Trophy was competed for, the Mess being hosts to the Wardroom. We tried out a new challenge, carpet bowls, but it seems the

Wardroom must have been getting in some secret practice because we were thoroughly beaten.

Apart from the usual monthly social evenings we were hosts to the Argentine Sail Training ship *Libertad* during her stay in Portsmouth. We entertained them in the Mess on two successive nights, the first of which was a very successful occasion. The least said about the second, the better, I think!

Our Christmas dance this year was held rather early, on December 3, the reason being we held it at the Curzon Rooms, Waterlooville and were rather late in booking, although this was done way back in August. We shall, however, be holding a Christmas Draw night Social-cum-Dance later on in December.

Anyone coming in to *Mercury* might like to take note that we have booked the Curzon rooms again for the second of our Dinner Dances on April 10 and so long as the One Armed Bandit does not fail us I cannot see why the event should not take place. It may be possible to consider individual requests from sea-going members who might wish to attend, depending on the number of vacant places available at the time.

Absent members might also like to know that we have reviewed the possibility of running our own bar. A committee was set up and after much discussion and research, it came to the conclusion that although it was a feasible proposition they were unable to recommend it to the Mess, mainly due to lack of staff volunteers. One important factor which came to light during the discussions was that if the Chief Petty Officers and Petty Officers messes were ever to be combined, it could become a reality. Perhaps you could drop Dennis a line on your thoughts of a combined Mess.

We are still doing well in the sports arena, having won the cricket knock-out competition, the six-a-side hockey and the .22 team tiles shooting knock-out, in which our team the 'Ancient Mariners' captained by Chief Shipwright Reg Eccles shot against the 'Quack shots' (Sickbay Rangers) in the finals. We even entered a team for the volley ball knock-out competition and with sterling support from two of our Iranian friends 'Fred' Sourani and 'Ali' Kiani, we brought off a surprise win against a very strong Wardroom side to clinch the competition. Unfortunately we did not do so well in the Inter-Part .22 competition this term, but if Reg Eccles had better support I am sure he would have produced the results achieved by Joe Jordan last term when we won the aggregate and team events.

Past members who were unable to attend might like to know the Reunion for ex and serving Chief Communicators went off very well. There was an even greater attendance than the previous year and we hope to see many more faces next year when the reunion will be held on the second Saturday in September—remember the date!



Darby.

'Course I never forgot you when I was away,  
how could I?'

One item of interest which was proposed at the reunion was to set up a Chief Communicators Association. Bill Barnden (ex-CPO Tel) volunteered to look into the prospects and if anyone would like to volunteer their services in helping him to formulate a Committee, please drop him a line c/o the Mess President, HMS *Mercury*.

Various members have come and gone during the last six months and quite a lot have left to try their hand in civvy street, amongst whom were Darkie Lawes, Ivor Jackson, Larry Holding, Paddy McMinn, Taff Rundle, Fred Kennett and in December, after many years in NCS Service, that great stalwart 'EW' specialist (with the authors apologies), John Petchey. The best of Luck!



Once again we have been called upon to talk to you all in English, and to clew you in as to the happenings of the last couple of months or so since the last epistle.

The stanchions are still much the same, like the scenery, they change very little. It has been noticed that the PO's here, now-a-days, are going around the camp waving their little Red pamphlets with much mutterings and incantations, especially when in the vicinity of Dreadnought Block. (Shades of Mao Tse J...). The cogs on the Cardboard Computer seem to be as ragged as ever, it seems that even this scientific innovation has severe limitations. But like all empires, it will no doubt continue to expand before the final explosive collapse.

In the sporting world the senior citizens of the Mess have run out of quality opposition and currently form the backbone of the establishment football and hockey teams. We are open to challenges from anyone who considers that they have sufficient talent to take us on. All enquiries are welcome and will be answered.

## Entertainments

This term has seen a slight decrease in the social events in the Mess, we are keeping everything for the Christmas Ball, which we hope will be a success. There has, however, been an increase in our outside social life, with fairly frequent visits to the local inns for darts type socials. These, as always, have been highly successful, and so, of course, have the return matches.

It is about time to make it known to all ex-members, and especially those who are still within striking distance, that the Mess is always open, and that you are all welcome, at all times. For the future, next term, we have various events in hand and if you wish to be kept in the picture all you have to do is 'phone or write, and all will be made clear ASAP. It is hoped, however, to start the ball rolling with a New Year's Eve Dance, to set the trend for the year, and then to hold two other major socials in the middle and at the end of term.

## Snippets

Betting—for those who partake in the sport of kings—the Autumn Double DID come up. (Contact Petersfield 2761 ext 228 for further information.)



Joke! Have you moved your bowels today?

Patient:—No.

Doctor:—Well somebody has!

## SIGNAL SCHOOL NATTER

Here we are halfway through another term, 54 shopping days to Christmas and time again for the COMMUNICATOR contribution. As expected, this term has proved to stretch the accommodation situation to the limit with the taking over of Anson accommodation for the short course bodies.

The Summer end of term dance was very successful and of the three groups we had 'Max Collie and his Rhythm Aces' seemed to be the most popular even in competition with the Unit 4+2. For the Christmas dance we have secured the services of 'The Information' and 'The Greatest Show on Earth'. This will be held on December 19. Once again thanks are due to CCY Atkinson and the Mercury Club Committee for the help and assistance given to make these end of term functions so successful.

## SEA TRAINING IN THE N.E. SQUADRON

by Sub-Lieut. P. E. Worthington

The New Entry Squadron has acquired an MFV or an HMFT, to be accurate. HMFT *Bembridge*, as the vessel is called, once belonged to HMS *Ganges* so that quite a few Communicators in the Fleet today will remember the name. It is now being shared between HMS *Mercury* and HMS *Collingwood* for sea training of new entries of both establishments.

So far, this year, each of the three divisions have been able to get away for at least one weekend and visit Poole, to taste the local glamour, and several trips have been made around the Solent on a Thursday. The longer trips will come late next term, when trips will be planned for the continent.

The aim of these sea trips is to enable the new entry ratings to gain some idea of what watch-keeping requirements are needed to keep a naval vessel afloat. They work as communicators and quartermasters, galley-hands and deck-hands, and learn a great deal, apart from getting a lot of enjoyment out of their short journeys at sea.

The NE squadron look forward to next term when, who knows, there may be a number of counties yet to be discovered. Bon Voyage.

## NEW ENTRY SQUADRON

by Sub-Lieut. (SD) (C) P. E. Worthington

### Sport

The rivalry between the remaining 3 New Entry Divisions continues to be as keen as ever. Soccer appears to be the big attraction at the moment but I do not doubt that other winter sports will show their faces as the season progresses. The biggest event so far has been the Establishment cross-country meet. Although the first individual home was a member of the Ship's Company, it was Knowles Division who produced the team to take away the team prize, with the other two divisions close behind.

Mid-week sport continues to thrive, as weather permits, as also does the weekend competitions on Saturday afternoon. The squadron is in the process of selecting two soccer teams to represent the squadron against Winchester College 2nd and 3rd XI. This is an annual event and this year will see *Mercury* as the hosts. It is hoped that *Mercury* can repeat last year's performance and produce two winning teams.

The New Entry Squadron has been well represented in all Establishment sports and fortunately ratings have been able to get to away matches almost as often as for home games. There is continuous effort from the PT staff to drum up interest in all sporting activities and a warm welcome is always given to any spectator who appears, particularly if the day is wet and miserable. Don't forget, your support is a necessity, both as player and spectator, so come along, play the game and enjoy yourself while you are young.

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## THE SAIL TRAINING ASSOCIATION

by Sub-Lieut. (SD) (C) P. E. Worthington

The Sail Training Association provides facilities for young men under the age of 21 years to develop a sense of responsibility, self-discipline, and above all, an ability to work as one of a team which will help them throughout their lives.

To achieve this aim the STA has built two schooners, the *Malcolm Miller* and the *Sir Winston Churchill*. This has been made possible by subscriptions from the public and the generosity of British firms who have contributed a large amount of equipment as well as money. Many of the youths onboard sail under the endowment arrangements made by education authorities, youth and other arrangements.

The schooners are of 300-tons Thames measurement, 135 feet long, have a beam of 25 feet and a draught of 15 feet 6 inches. They are rigged as three-masted schooners with a Bermudian mizzen and gaff sails and topsails on the fore and main. The top of the mainmast is 98 feet above the deck. They have two auxiliary diesel engines each of 135 hp which will drive them at 9½ knots, and have central heating installations for use in cold weather. In each crew there is a master, a chief officer, a Bosun, an engineer and a chef. In addition there are 3 experienced watch officers, 3 watch leaders, and 39 trainee crew on each training cruise, supported by a navigator, a purser, a bosun's mate and a chef's assistant.

Where does *Mercury* and the Communicator come into all this? During the past year *Mercury* has accepted berths, in the name of selected new entries, for no fewer than 8 young men and one girl. The berths have been made available by funds obtained from the Ministry of Defence (DGNT); the Junior's Fund, the Captain's Fund and by a generous benefactor called the Hawthorne Trust. The benefits gained are numerous, but what exactly does a trainee do on one of these cruises? They spend one fortnight onboard. The majority of this time is spent at sea but there are opportunities to go ashore. Whenever possible, each training cruise will include a visit to an overseas port. Apart from this intention there is no established plan and each day's programme is arranged to give the best possible sailing as dictated by the weather.

Everyone takes a turn at steering, sail handling, helping in the galley and keeping the ship clean and tidy. As in any vessel, maintenance work such as painting, cleaning and holystoning and rigging repairs must be carried out and this must be done by trainees during cruises in order to keep the ship operational for the maximum time. In addition instruction is given in chart work and the use of the navigational equipment onboard.

The STA season begins in early March and comes to a halt in early December, to enable docking and

maintenance to be carried out in selected ports. The berths taken by members of the new entries covered the completed season, and all kinds of weather was experienced from Force 8—9 gales to being becalmed in thick fog. Excitement came to all of them, from feeling their way through fishing fleets in the North Sea to coming very close to being run down by a gigantic tanker in the Channel. And yet each and every one of those trainees expressed the desire to go again, and the enjoyment and satisfaction gained.

The new season commences on the 9th March and we already have five berths allocated to us. We hope for more, and wish all those taking part as much enjoyment and satisfaction as that gained by previous trainees.

## HMS MERCURY

### SPORTS REPORT

#### Rugby Football Club

The 1968 rugby season got off to a fine start with the fifteen-a-side rugby KO incorporating teams from the Wardroom, Chief Petty Officers, Ship's Company and New Entries. The winners were the Ship's Company. At the beginning of the season our first game against RAF Thorney seemed to get us off to a good start as we scored 33 points to their 3, but unfortunately this was not to be as we lost the next four games. However we won our most recent game against *Bellerophon* 21 points to 9.

Our record shows that out of 3 home games we have lost only one and this against the Hampshire Police who are of a good standard, and the loss was to be expected. Our away record is not so good. The reason for this is probably because players can quite often be spared for home games whereas it is not always so easy to get them for away games. Until some system is devised to enable players to get off regularly every week then *Mercury* will not be able to shine as an outstanding rugby team in the Portsmouth Command.

Two teams were entered in the Portsmouth Command seven-a-side tournament, one team got into the semi-final of the Plate and the other into the second round. It is hoped to restart RFC *Mercury* when there is sufficient support. So far a good percentage of all departments have been represented in the team, from JRO's to Lieutenant-Commanders.

#### Soccer

*1st XI—Played 3, won 2 and lost 1. Points 4 in the US League plus one game in the Navy Cup which we played away against RM Deal. We lost this game 4—0 which was one of the hardest we have had this season the Royal Marines fitness coming to the fore during the second half when they scored their goals.*

The 1st team is led by RS Billy Metcalfe who is also the captain of the Portsmouth RN Saturday side. It is rumoured we have a horse playing at centre-half as he has used 5 gallons of liniment since the season started.

The team is knitting together very nicely now and should improve as long as draftie does not decide to help team selection.

*2nd XI—Played 6, won 4, drawn 1 and lost 1. Points 9 plus one Charity Cup game which we lost to St. Vincent. After our win over RNH Haslar, who were league leaders, we should now be in first place. The team is led by RS Spud Murphy and he has been doing a good job as the results show. The best win we had was against RAF Tangmere who the week before had beaten *Vernon* 16—1 and so thought to be the 'bees' knees' in the league. We won 5—2. The 2nd team players enjoy the team spirit and are more interested in their team than playing for the 1st XI. We are always looking for players so anyone returning to this Sparks factory and wanting a game—contact the PT office.*

#### Basketball

Well, we actually managed to produce a side for the Portsmouth Command Championships, much to the surprise of all the other establishments in the Command, as no one can ever remember there being one before, and that has been confirmed by one of the PT staff who, it's rumoured, has been here since it opened (now got a draft). We played in the first match and lost after trying to uncover what talent we had, so of course decided to play for the Plate. We then played *Warrior* and won easily 31—10. Then the following day we played *Bulwark*, a very close game, which we won on the last throw of the game by RO Day by 26—25. Then on to the final against the Nomads which, much to the delight of 10 footsore *Mercury* players, we won 36—33, and with a special mention for RO Day and JRO Pell who now play for the Command League side.

#### Hockey

*Played 6, won 3, drawn 2 and lost 1. The one game Mercury lost was in the first round of the Navy Cup against Dolphin. This match was a hard one with little quarter given by either side.*

Our leading goal scorers so far this season have been CRS's Netherton and Reitzler who have been regular members of the team. Players from the New Entry division have been Lieut-Comdr Lorimer (NETO), RO3 Webb, who with more match experience will possibly be worthy of a trial for the Command side. RO Francis played in goal for the first two matches and, except for the first half in the first match, played very well indeed. The *Mercury* side hope for continued success for the remainder of the season.

#### Shooting

All aspects of shooting have always been shown a keen interest by *Mercury*, but never has it been as promising as at the moment. The new term opened with a very successful 22 knockout tile competition, in which about 100 ratings took part. The winners were the Ancient Mariners (CPO's) although the Top Hats (Wardroom) knocked most tiles down in one of the heats.

During this term, with the arrival of two new GI's, the indoor range is going through a period of reconstruction (new brooms sweeping clean). New members are also being encouraged to join the ranks of the Gravel Bellies, with excellent results. By this time we were approaching the '22 indoor rifle and pistol competitions, and with our new members, and most generous grants of finance and rifles from the Welfare and New Entry funds, it was decided to form a Rifle and Pistol Club, which has been a huge success. The Rifle Club was subsequently entered in 5 major competitions, and at the time of going to press, has won 7 out of 8, having lost the one match by a single point. Club members are also busy taking part in the National Small Bore Rifle Association Marksman Competition in which we have now qualified over 25 marksmen of various standards, this we hope will stand us in good form in running for the Chevron Shield which is presented yearly to the Service Club with the highest number of marksmen.

At the moment we are engaged in arranging a 9 mm Pistol Tile Knockout competition which I am sure will be most entertaining, and encourage even further the noble art of shooting. Remember chaps—opposition is the art of Gunnery.

GRAVEL BELLY

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## PROGRAMMED INSTRUCTION (PI) IN HMS MERCURY

by CRS J. N. Hilder

Programmed Instruction or Programmed Learning is a method of learning of American origin, which is increasing in its application to educational and industrial training. The Armed Services have also been involved in this field during the past 12 months. The communication branch should be alive to the possibilities of this development and this article looks at what PI is, its advantages and disadvantages and what *Mercury's* future programme is.

In Programmed Instruction the instruction is written down to the last detail in short logical steps called 'frames'. A response is required from the trainee to each 'frame', it is a practical or written response, this ensures that he is participating and working whilst doing the programme. These programmes may take the form of machines or books and may be Linear or Branching. Linear programmes are written so that the trainee is always guided to make the correct response and goes from one frame to the next, all trainees following the same sequence. In branching programmes most frames end with a multiple-choice question, the trainee selects an answer, if he is right he proceeds to the next frame, if wrong his error is explained and he is then directed to another frame which may or may not contain additional information.

The advantages of PI are that each trainee works at his own pace, thus allowing the instructor to give more individual attention to the person who is having difficulty without holding up the remainder of the class. In addition the training officer knows exactly

what is being taught to all classes. However, before writing a programme the writer must have a clear 'Training Objective', in other words, what do we want the trainee to be able to 'do' at the end of the programme. It is estimated that 50 hours' writing may be required to produce a programme of one hour's duration.

HMS *Mercury* has carried out trials in the past 12 months to evaluate the value of PI communication subjects. The results so far have been encouraging, five programmes have been written, these are linear and in book form—this form of programme does have the advantage of being reasonably cheap to produce. The first three (C1—3), have been written for new entries and WRNS trainees, and teach a cryptographic system. During trials it was discovered that actual time taken to teach this subject by conventional methods and PI were the same. Instructors, however, found that they were able to give individual attention to trainees, in particular those who had mechanical failures. Furthermore instructors were not trying to make themselves heard above machine noise. All trainees who were asked said that they preferred the 'do it yourself' method of instruction. The standard of training was exactly the same for all classes. These three programmes are in full use and will be made available to RNR HQ's, etc., as soon as the production copies are available which should be by October 1968.

Programme number 4 has been a little more ambitious in that the Target Population is much wider, it is in fact the Fleet. This has been brought about by a 'crash' programme to install some new equipment early next year, where the task of arranging acquaint courses would be difficult. The programme C4 has been aimed at teaching the operating of this equipment. The intention is that as equipment is fitted a PI book(s) goes with it. At present the programme is being validated and, if successful, production copies will be produced by the end of the year. Results so far have been encouraging.

What of the future?—HMS *Mercury* has other projects in mind for next year but some communication subjects do not remain static enough to justify the time and effort required to produce a programme. Any aspects of training that are static and require repetitive instruction to a large number of trainees are worth consideration. Finally do NOT get the idea that PI does away with the live instructor. There is NO substitute for live teaching and none for the trained teacher, there are however problems in providing both to warships.

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## BR69—INTERNATIONAL CODE OF SIGNALS (1965 REVISION)

by the Editor

The International Code of Signals (1965) is in course of printing and it is expected that distribution will commence mid-January 1969. The effective date world-wide is 1st April 1969.

Main features of the revised Code are the following:

It will be issued as a single volume replacing BR 69(1) and BR 69(2), 1931 Edition.

It is intended to cater primarily for situations related essentially to safety of navigation and persons, especially when language difficulties arise.

It is suitable for transmission by all means including radiotelephony and radiotelegraphy and obviates the need for a separate radiotelephone code.

Each signal has a complete meaning.

The signals used consist of:

Single-letter signals allocated to significations which are very urgent, important, or of very common use;

two-letter signals for the General Section;

three-letter signals beginning with 'M' for Medical Section.

In certain cases complements are used, where necessary to supplement the available groups.

Included in the revised Code are:

a Table of morse signalling by hand-flags or arms;

a Figure Spelling Table.

These Tables are unlikely to be adopted for military use and will not be used by the Aeronautical Mobile Service but a knowledge of their use is required to meet occasions where commercial and other international concerns may be found to use them.

There is no change in the composition of colour of the flags, pennants and substitutes used in the current International Code of Signals.

## (T) FOR TECHNICAL

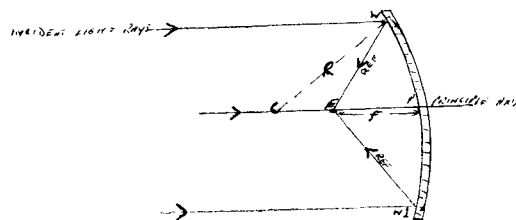
by CRS J. H. Bailey

In 1674 the Danish astronomer Roemer discovered that light from a celestial source travelled at 186,000 miles per second. Since then further advances in science have proved that this is also applicable to all types of thermal radiation and radio waves in vacuo, which suggests that they are different aspects of essentially the same phenomena and grouped together under the heading of electromagnetic radiation: hence, whether signalling be carried out by light or radio, the same media is used, only the propagating methods change.

Many of us are familiar with the complicated technical equipment required to transmit a radio signal, but not quite so familiar with the technical complications involved in producing a strong beam of light (wavelength of approximately .6 microns) in order to communicate over a relatively long distance using a signal projector. As we are well aware, this method involves the interrupted transmission of a reflected near parallel beam of light from a concave reflector, in order to convey intelligence using the International Morse Code. At the same time providing a limited amount of security by reducing to a minimum

the divergence of the beam in the required direction over the required range.

Why a concave reflector? To understand the principle involved, study the following diagram.



P—POLE—Mid-point of the reflecting surface.

C—CENTRE OF CURVATURE—Centre of the sphere of which the reflector forms part.

F—PRINCIPAL FOCUS—The focus point of rays which are initially parallel to the principal axis.

f—FOCAL LENGTH—Distance between pole and principal focus.

R—RADIUS OF CURVATURE—The radius of the sphere of which the reflector is part.

W to W1—APERTURE—The width of the reflector.

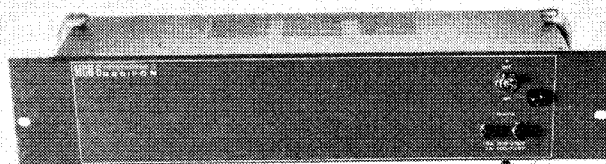
REF—REFLECTED LIGHT.

Incident light rays impinging on the surface of a concave reflector are reflected towards a central point F on the principal axis, this point is known as the PRINCIPAL FOCUS. The distance between F and the POLE is the FOCAL LENGTH which is approximately equal to half the radius of curvature R. A source of light (a bulb or carbon arc), placed at the principal focus will have its incident light reflected as a parallel beam. For example, if the 10-inch signal lantern had a 10-inch semi-circular reflector, the principal focus, and hence the bulb would appear 2.5 inches in front of the reflector. However not only is a semi-circular reflector physically inconvenient, but not all the incident light is reflected to a single focus point, instead there are a series of foci produced by light rays being reflected at a tangent to a caustic curve. To minimise this anomaly (spherical aberration), reflectors in large projectors and searchlights are made parabolic in shape. This increases the aperture and virtually eliminates spherical aberration.

As a point of interest regarding signal projectors, the focal length is inversely proportional to the output in candle power. For example if the point of principal focus of a 20-inch projector is moved .4 inches nearer to the reflector, the nominal output is reduced from 45 to 10 million candle power, and the divergence of the beam is increased from 2.6 to 4.5 degrees.

For more information, obtain a switched-on tactical rate who, no doubt, will be able to cast a little more light on the subject. No reflection on you of course.





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# A SYSTEM FOR THE EFFICIENT EXCHANGE OF MESSAGES IN THE SERVICES

by Lt.-Cdr. S. E. Hughes, RN

A gun is a special purpose weapon: if you cannot communicate with the gunner, it may as well not be there. To communicate is a universal necessity. This has been realised by the Services in the past. Why therefore do we now not seem to be taking full advantage of modern communication techniques?

Today there are many separate methods of exchanging messages within and between units of the armed forces, from the data link to the gunner's bellow. What would be the ideal system using current techniques? Before postulating such a system it would be as well to list the types of traffic it must handle. Naturally all current methods must be considered as no one system ever completely replaces another: just as naturally, since everything changes, it must be possible to incorporate any future innovations. The list must therefore include:

- a. signals, as we think of them today
- b. voice communications, radio and telephone
- c. data links
- d. logistic traffic (endless forms and vouchers)
- e. letters and pamphlet like documents, e.g., DCI's
- f. facsimile
- g. anything that can be represented in two dimensions (colour television, etc., etc.)

What else does a communications system need? It must be useful: it is no use transferring a letter with the utmost speed from a file in the Ministry of Defence to a file at the RMCS, someone must read it, much to the secretariat's annoyance. It must be as fast as possible. It must be able to change and grow (or shrink with the next White Paper on defence). It must have a means of differentiating between urgent or important signals and those of less importance, for example, the annual Christmas message. There must be an ability to store messages usefully for future reference and for further use. It must be possible to trace messages in order to prevent future loss of signals. The whole system must not give any useful information to the enemy: communications security, i.e., security of information during transmission is probably more important than physical security, i.e., the locking up of information in safes. To specify more closely the required usefulness, the system must be compatible with:

- a. RN ships
- b. other British mobile units (merchant ships, aircraft, mobile army units)
- c. Allied mobile units
- d. diplomatic posts
- e. the Defence Communications Network (DCN)
- f. the British national systems (mail, telephone, Telex, Datel, national data processing service, etc.)
- g. international systems

To do all this in anything like a satisfactory time, machines must be used: automatic machines, as the human is far too slow and unreliable to operate a communications network. All traffic must therefore be reduced to a machine readable form—Bits. All the traffic mentioned above, from speech to colour television, must be reduced to Bits, and this is technically feasible today. Commonsense dictates that this must happen at the earliest moment, i.e., letters must be generated to teleprinters and not typewriters. It is expensive to type a signal, take it to a message centre and retype it on a teleprinter. One keyboard operation is all that is necessary.

Once in machine readable form traffic can be divided into two classes; that requiring a circuit to be made before communication starts, e.g., real time computer traffic and telephone conversations, called circuit switching traffic, and that where the message is sent as far as possible towards its destination and then waits until a circuit is available to send it further. Note that mails falls into this second group. This latter is store and forward traffic.

Having indicated that all messages are similar, however they are generated, and that they can all be turned into streams of Bits, let us examine current facilities to see how best they can be exploited to move the information quickly round the world or into the next office. The Services maintain a round the clock world-wide communications network. This is expensive and should be fully loaded all the time to get value for money. Therefore all store and forward traffic should go via this network: letters, stores demands, computer programmes, everything. If a particular link in the network becomes overloaded then mail must be used as a back-up. But here the mailed article will be off-line encrypted tape which can be fed into the same terminal equipment at its destination as those messages arriving on the network itself.

The Services use the GPO telephone network but also hire from the GPO an extensive line network of their own. The RMCS for example has one MOD line hired on an annual basis. HMS *Mercury* has 8, RAF Brise Norton over 30. These are almost unused outside working hours, i.e., they are used for some 24% of the time thus 76% of the money used to hire the lines is completely wasted. Having already noted that all information is the same when converted to Bits, why not send all the store and forward traffic that the DCN cannot cope with, down these lines at night? All that is needed is a teleprinter at each end. We already have an under-used DTN teleprinter but we do not have co-ordinated management. Should a teleprinter not be fast enough to handle the information then other terminal equipment, such as that used with current data links, could be used. We have in existence now, sufficient hardware to cope with most service traffic, both circuit switching and store and forward, without recourse to 4d or 5d letters, but we do not use it to its full capability.

The real problem is one of management. How can

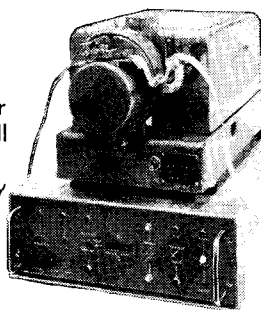
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## How would you send this by telegram

By using a Redifon Format Generator at offices of origin and destination, all teleprinted traffic—including plain language—is translated automatically into coded alphabetical five-letter groups for transmission and restored to its original format (including Line Shift, Carriage Return and other machine instructions at its destination.

In between, the traffic can be handled over manual morse circuits, by telephone or by any



other known form of transmission, in a format that has a built-in privacy yet which makes errors more obvious to the operator.

In addition, messages in this format can be passed over commercial networks in tandem with military systems without loss of original page layout.

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man be managed to put all his traffic in Bits? Does man really want a letter written on Friday at 1400 answered by 1530 the same day?

However, once man is convinced and all traffic is in Bits, then other benefits follow: correction or editing of original messages is easier using a teleprinter and reperforator which provides a corrected message tape, duplication becomes a matter of rerunning the tape (less need for photo copiers although admittedly slower), automatic filing becomes possible, but above all we can get a computer to do most of the work for us, routing, accounting, statistical surveys, distribution and much else besides.

The ideal system therefore would be one incorporating and growing out of all present systems. All means of communication, that is, mail, Telex, Date, DCN, telephone, etc. would be terminated in a Central Message Centre and not at several different places as at present. On the other hand the majority of messages would be generated in machine readable form. A computer would link the two by accepting the messages and routing them so that expensive permanent installations such as the DTN and lines hired from the GPO were kept fully loaded 24 hours a day, seven days a week. Any traffic still remaining would be mailed automatically under computer control. The mailed article would be off-line encrypted tape which on arrival at its destination would be processed in the same way as messages arriving electronically. In very small installations a man would replace the computer for the time being. The computer, being a flexible instrument, would also be used for other things: all those activities mentioned in a previous paragraph plus many other tasks not even envisaged today. Thus the system can change and grow with the times and make full use of future innovations, without great additional expense.

The result of such a system would be a cheaper, more reliable, more secure and faster message service operated by less people. Man's resistance to change is the main difficulty. Better communications is a management problem.

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## COMMUNICATIONS— THE NAVAL STATE OF THE ART

(Extracted from the magazine 'New Electronics' by permission)

The present state-of-the-art in naval communications was neatly outlined in a one-day symposium organised by the Naval Sales Division, Ministry of Defence. The symposium was attended by about 150 high-ranking and specialist naval officers from more than 40 nations. On the following day the invited guests were able to see much of the equipment described at a private exhibition in London which was supported by 27 British companies or divisions of companies.

The Naval Communications Symposium and Exhibition was the 4th in the series organised by the Naval Sales Division to interest Foreign navies in British equipment. Previous events covered Shipborne Mechanical Handling Equipment, Damage Control Equipment, and Navigation. Long term, this latest in the series could be the most successful in sales, as much of the equipment described is still in early stages of development and represents the new generation which will be going into service in the '70's. Naturally enough, satellite communications created the greatest general interest. Commander T. M. Laing, Directorate of Naval Signals, pointed out that naval units would continue to deploy outside UK territorial waters, and that the requirement for rapid and reliable long-range communications would not diminish. The current and past method has been on HF and MF bands making extensive use of shore-based relay stations. This has proved effective, but had disadvantages in that communication was still dependent on ionospheric conditions; and that shore-based relay stations were expensive and suitable networks take a lot of planning.

*Satellite long-range communications have been proved feasible and the overall economies were potentially better than using shore relay stations. Running costs of a satellite system could be considerably less. Satellite communications will soon become the standard and most cost-effective means of providing long-range naval communications.*

The first of the Royal Navy ship-borne satellite terminals was NEST (Naval Experimental Satellite Terminal) and results were described by Dr G. Harries, of ASWE. The work was started in January 1966, and was designed to confirm the communications traffic capacity of a small shipborne terminal in a strategic system, to study multi-access problems, and to determine the techniques necessary for acquiring the satellite and communicating in a ship environment.

### NEST

The project was part of the IDCSP (Initial Defence Communications Satellite Programme) in which the Americans supplied the space segment which currently consists of 25 satellites in a 20,000 mile high orbit over the equator moving at the rate of 1 degree per hour.

The satellites have a power of 2.5 W, input and output frequencies of 8 GHz and 7 GHz, and a bandwidth of 25 MHz. NEST uses a 6 ft. parabolic dish with 1.5 degree beamwidth, a power of 10kW (nominal) and a cooled parametric head amplifier. Traffic capacity is an analogue voice channel or three telegraph channels. NEST had only a two-axis mounting and was therefore unsuitable for zenith (i.e., overhead) operation, but the installation was acceptable for extensive trials in home waters. The installation was designed and built in a year, and fitted in HMS *Wakeful*. The trials were encouraging. Power

budgets were confirmed exactly, ease of acquisition (typically 15 seconds) was established, and voice telegraph trials with 6 ft. stations in the USA were successful.

## SKYNET

It was found, however, that small stations of the NEST type were not viable in a large station environment using IDCSP satellites. This problem is overcome with the British-owned Skynet system which has two separately-powered band widths, in which small stations can operate through their own narrow bandwidth channel without interference from large stations. Skynet satellites are funded by the Ministry of Defence and Ministry of Technology, but are manufactured and launched in America. Skynet will be positioned in stationary equatorial orbit about 51 degrees E longitude.

## FOR INTREPID

In the present programme two new installations are underway both using 6 ft. dishes (Skynet Type 5), one to be fitted in HMS *Intrepid* next year, followed by a second in HMS *Fearless* in 1970. For these installations power has been reduced to 5 kW to reduce radiation hazard, and an uncooled amplifier will be used. A three-axis aerial mounting has already been designed and for *Intrepid*, which has no master stable reference, an on-mount reference has been designed giving an accuracy under sea conditions of 0.25 degree r.m.s. The Type 5 terminal can carry one voice channel and several telegraph channels simultaneously. Some of the practical problems involved in design and operation of small shipborne terminals were outlined by Dr K. Milne, of Plessey, who had personal experience through co-operation in the design with ASWE of both NEST and SKYNET Type 5 equipment. Unlike shore-based terminals, shipborne equipment must be of comparatively modest size and weight, there are additional problems of stabilisation to compensate for ship motion, angular error signals are weaker and the shipborne environment is more troublesome due to the proximity of high-power radars and other communications systems and shock from weapon firing. A new development, on which research has already started at ASWE, is Project Scot (Small Communications Terminal). Dr Harries gave some details, and drew comparisons with NEST and SKYNET Type 5. It is a much simpler and lighter system suitable for smaller ships down to frigate size.

## HF-MF LINKS

Despite all the talk of satellite communications, it was stressed at the symposium that conventional HF-MF links are here to stay for at least another two decades. For direct links up to 1,000 miles where no relay stations were involved the conventional system would still be more economic than satellites. In addition there would be large numbers of ships not equipped for satellite communications and these would still need long-distance links, and, finally, HF-MF would be needed as a back-up service should

there be failure or other non-availability of the satellite system.

*The next generation of 'conventional' communications equipment would have advantages in greater reliability, and lower direct and indirect operating costs.*

On HF communication techniques in general, Mr. B. Craven of ASWE, stated that the Royal Navy had been studying shipborne systems with the aim of simplifying use, logistics and maintenance, increasing reliability and reducing costs, size, weight and power consumption, while still building-in long-term development potential. All these aims could be achieved by micro-miniaturising where possible, using 100 W modules in multiple drive configurations for ground wave tactical circuits, reserving 1 kW and higher powers for long-range use, making more use of band-pass aerial filters, eliminating receiver pre-selection by using extremely linear mixers, and substituting short or very short active aerials for the present 10 metre receiving whips, improving broad-band transmitting aerials and building-in more interswitching of equipment between users and between frequencies.

*Studies had shown that systems could be reduced in size, weight, power consumption and capital cost to half that of the current systems. Complete systems incorporating all these principles should be in full production by 1973, and many individual elements will be available long before then.*

## MESSAGE HANDLING

Message handling was an important aspect of the whole system. Fast high capacity radio circuits lose their value if signals cannot be fed into and out of them accurately at equivalent speeds. Message handling techniques have been streamlined by work study, by redesign of layouts of communication centres, and by the introduction of modern office machinery. The limit of improvement from these methods had already been reached and message handling was now ripe for automation.

*Computer-controlled systems would not only get signals through faster and more accurately, but there was an important bonus in man-power savings. It has been calculated that a County-class destroyer could save 7 men and this meant releasing space for more radar, weapons, ammunition or fuel, thus increasing fighting ability which is the prime function of a warship.*

Mr K. B. Dixon, Digital Systems Department, Ferranti Ltd, described a feasibility study which his department had completed for ASWE. This proposes the use of the FM 1600B computer, already developed for naval use, as the central processor in an automated message switching system for shipborne use. The system would use the FM 1600B with internal store of a 4,000-word block, plus additional store blocks as required, a computer interrupt equipment to the Standard Interface for British Service computers, a telegraph processor, a magnetic drum store, a magnetic tape recorder, a CRT display and a supervisor's console. The magnetic drum store would hold messages until their turn to be processed, and would also hold queues of messages awaiting transmission.

The CRT would display messages to the operator for inspection, and an associated keyboard would allow him to make changes to the message format and for reinserting the message in the system for onward transmission, or for return to the originator.

Because absolute reliability is fundamental, a practical installation would use two computers with work-sharing through a transfer organiser. Such systems have already been developed and are in use on shore. Using the FM 1600B, designed for the ship-borne environment, there should be no difficulties in realising a successful system.

Error detection and correction techniques were discussed by Dr. L. F. Turner, of Standard Telecommunications laboratories. Powerful systems were already in use in naval radio links, but much analytical work had been done in the past 15 years on even more advanced and complex systems, the problem being that these demanded rack upon rack of equipment. Dr. Turner sees the advent of the newest micro-electronic techniques, such as LSI as now paving the way for the exploitation of the most complex error detection and correction techniques within a reasonable physical volume and cost.

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## 48 ABOUT AT WHITEHALL

by RO1(G) Acott and RO1(T) Glendenning

At approximately 1230 p.m. on most days (except Sunday) one will find a congregation of male communicators in the Silver Cross—Whitehall ratings favourite retreat. These are the after-noon watchmen hurriedly getting a couple of pints (for lubrication purposes) prior to tackling a hectic seven hours' work (for some). In the changing rooms there is the usual burble of last night's run and the never ceasing drips of Jack. At one o'clock it all happens and everyone seems to settle down into their own jobs, the tea bosun always claiming that he is by far the hardest worked rating on board, his efforts do not go by unnoticed and it is an experience to sample his achievements.

All good and bad things come to an end, as does the watch and once more in 'El Cross' their faces brimming with smiles and hands full of glass, enjoying self-made entertainment. Eleven o'clock and hails 'Time' and a herd leaves, making for their flats or small apartments in the honourable UJC for a few well earned hours rest.

Come the morning the dreary, the cheerful and hung-over ratings once again muster in a small cafe to clear the mouths and heads before the forenoon watch. It is maybe just as well there are teetotallers in the watch to keep the side together at this early hour. Five hours later we are off again to our retreat, discussing anything you care to mention . . . There are many places of interest to be enjoyed in the City and most people take advantage of seeing at least one museum or the zoo during his stay up here. Wandering around with the gloom of an all night on in front of him.

Eight o'clock looms up on us and the changing rooms are crowded and everyone is dripping, wishfully rushing the clock to 8 a.m. On watch the cards, magazines are to be seen in abundance, whilst a few have numbers that keep them going all the time. After midnight life gets quieter, yes more. Here and there heads and eyelids begin to hang heavy. Before one knows where he is, seven o'clock is upon us, and everyone having spruced himself up looks decidedly smarter, and the reliefs start wandering in, good fellows all, especially at this hour of the day. Back to the changing room, though tired, everyone is happy and rushing like mad to make his exit, to tube, bus or main line station making his way to distant varied abodes, once more to enjoy a couple of days rest and peace where one doesn't have to log in/out and put checks into the tele to ensure continuity.

Au Revoir Reader, I'm forty-eight OFF.

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## STC DEVONPORT

by CCY J. A. Farrer

Although we are as usual, very busy, a few moments can be spared to submit this article. Being in the throes of training members of the Royal Libyan Navy and having already dealt with the Iranians, the STC is now challenging *Mercury* as an international training establishment. What with the WRNS and RNR's adding their numbers to the usual quota of ratings from the ships, this place is a hive of activity. The main staff has not changed of late (well not for 6 months at least). We are still headed by Lieut. Clinton, assisted by Sub-Lieut. Hedley and still regulated by Fred Farrer who is seeing us off, sorry seeing his time off. The rest of the staff varies from month to month as loan drafts for exercises are very frequent, whether they be to a ship or an exped to a RAF station (making very sure to pack your sleeping bag and mess tins). Consequently it is very difficult to become settled. The phrase 'Over six months' does not mean a thing here. (Still a foreign draft?)

We had quite a successful Navy Days, reaching a grand total of 500 Navy Days telegrams—no fees charged either—a merger with the GPO not intended—one imagines quite a few CCY's scratching their heads and wondering who 'Feda' or 'Phylis' was. I'm keeping quiet. The foyer static exhibition centred on a model of Telstar and had the Olympics netted in the STC could have made a fortune.

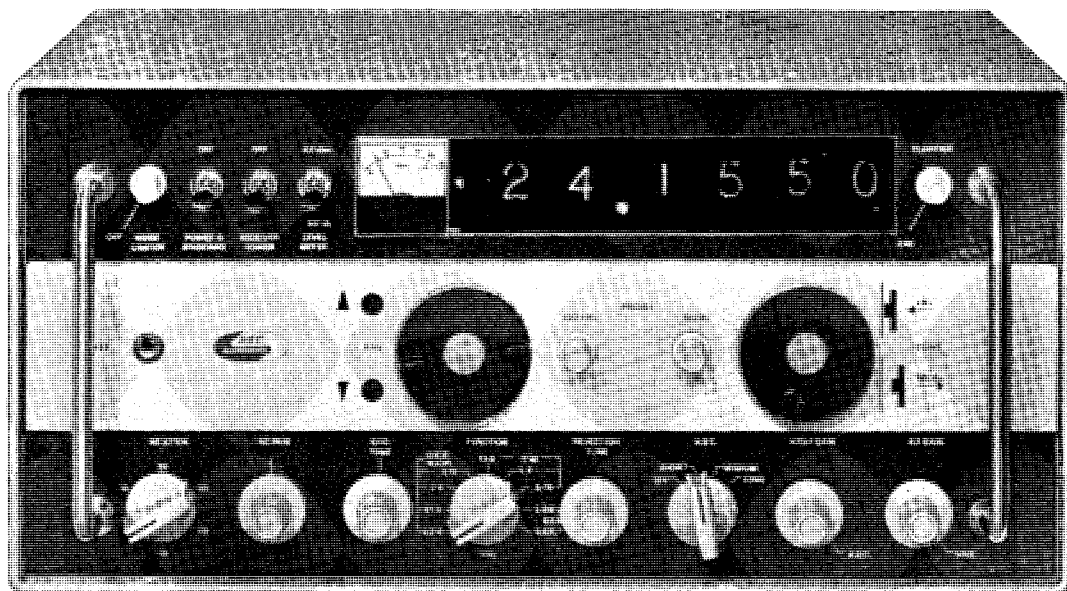
In our very limited spare time we still manage to turn out a reasonable soccer team ably run by the 'Old Man of the STC', LRO(T) Burton, so if any of you fully worked-up communicators come down our way, pop in, we do accept challenges, of sorts! Seriously, we reckon we do a good job for the ships that pay Guzz a visit, so if you do come here, use the facilities we have, it's usually for your own benefit.

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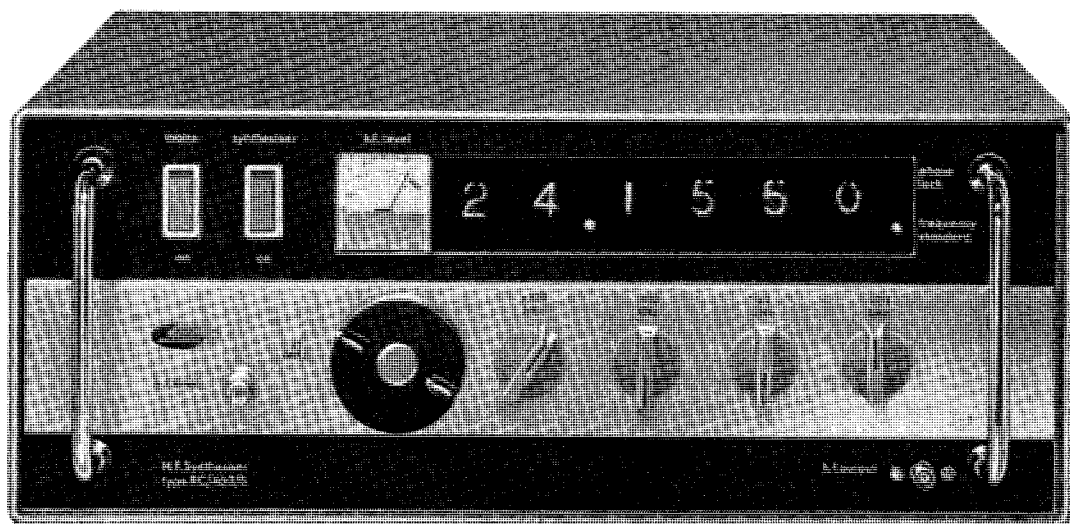


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# SHIP-SHORE NEWS

## HMS AJAX

by RO1(G) D. V. Cheeseman

The Communication staff joined, rather appropriately, on April 1, at the commencement of a four month refit in Chatham. During the first three months was fitted in two seasonal leaves and a PCT at HMS *Mercury*. Certain members of the staff also had a week at A.T.U.R.M., Poole, for a naval gunfire support course. For the earlier part of the refit, our numerous juniors were very competently entertained by LRO Collyer and LRO Macreavy, at the local reserve headquarters, where many 'biffers' were read. After being victualled in HMS *Pembroke*, the captain, Captain D. Hepworth, called on our 'Sense of humour' and we moved on board on July 4. As the completion date was still a month ahead, we had to endure a certain amount of discomfort to start with. Our 'Sense of humour' overcame this and we held our Recommissioning Ceremony on August 2.

The trials were successful, and the ship has just finished her work-up at Portland. We deploy East of Suez for a year in December, ETA at the Equator is Christmas Day—Anyone for a swap draft. Being one of the earlier Leanders, we do not share the glories of ICS, but we have, instead, a rather doubtful variation on a theme of Comist. Incidentally, the current rate of exchange is three post work-up JRO's for one RO2(G)—any offers.

Our management consist of Lieut.-Cdr. Somerville-Jones (SCO), CY Elder who relieved CCY Wright and CRS Buick who leaves the Service on completion of the commission—we wish him the best of luck.

## HMS ARGONAUT

by S.C.O.

Since our last article in the Easter edition much has happened and many miles covered. After a pleasant spell in the sunshine, whilst Gibraltar Guardship in May, we returned to Portsmouth for a spot of paint and leave before sailing to relieve HMS *Brighton* as flagship of the Standing Naval Force Atlantic. We took over in Bergen June 26 and first impressions were of dismay and apprehension as signal traffic immediately trebled overnight but after initial teething troubles we managed to settle down to a reasonable routine which kept pace with the increase of traffic. NATO authorities make much more use of signals than letters, and our first shock came in the form of a signal that was in fact a plan of the harbour indicating how the ships had to leave, the RS nearly had heart failure in trying to fathom out how to transmit it before he realised that it could go by hand.

After nearly 6 months of being attached to the Standing Naval Force we have discovered that it is just

like an extension to Portland work-up with a lot of goodwill visits fitted in between weekly practice programmes. Once at sea one can expect anything to happen at any time, and everyone is kept very much on their toes.

On the social side we have had a full tour of Northern Europe consisting of Oslo, Copenhagen, Rotterdam, Wilhelmshaven, Den Helder, Antwerp, Portsmouth and Portland, and have Lisbon, Belfast, Greenock, Brest and Southampton to come before we welcome HMS *Dido* to relieve us in December, everywhere we have been we have been given an excellent welcome and the squadron has been given maximum publicity in the local press and television services.

In the world of sport we have held our own both at ship and squadron level, being represented in hockey by RS Robson and RO Kerridge; football by RS(W) Stevenson, RO's Felgate, Spencer, Gould, Allen, Gabe, Porteous, and in rugby by RO Stonehouse, and RO Currie. To conclude we would like to take the opportunity to wish all readers a very happy Christmas and prosperous New Year.

Overheard during Exercise 'Silver Tower':—

0300Z c/s de c/s Speak more slowly on this circuit K  
c/s de c/s Say again more slowly K  
c/s de c/s I say again Speak more slowly on  
this circuit K  
de c/s I haven't said anything since 0100Z  
de c/s R +

## HM S/M ASTUTE

by RS I. W. Tyson with the experience of: LRO(G) J. Wileman, RO1(G) K. Barnes, RO2(G) G. Davies, RO2(G) N. Britt (the mad bunting)

In our editing experience we can't ever remember seeing an article in THE COMMUNICATOR from a Submarine. Therefore, to educate the 'General Service' sparkers we respectfully submit the following.

Are we dived or aren't we, if the engines are running when you wake up there is no way of telling if you are snorting or running on the surface, until you gather yourself or dip the snort mast. All you know is that the night has passed and you are 'chocker' about it. Not much sleep, but then, of course, no one ever does get more than 4 hours when every one onboard, except the skipper, is in 3 watches of 2 hours apiece. Of course if some one has had to turn to repairing a piece of equipment then you might have dropped to 1 in 2 or even 1 in 1½.

Well we lay in our 'pits' waiting for the most hated words in the world to come from the Cox'n—"Every-one out". When it comes the comments that are made are unprintable here, first the stokers mess and then the rest in the for'd mess. (The senior rates have been up a while now, no one has worked out why yet, after all they are the ones who are supposed to get up last.)

If you're next on, up you get and organise breakfast, if not, well, breakfast is there if needed, if not you can try and stay in for another half-an-hour—wonderful, but too many ifs.

The day starts (normally) by hands turn to at about 0845, scrub out, clean the boat (or try), ditch gash (if possible, if not stow it). Maintenance and many other things to do before rum comes up.

It's now that you hope the attack will come and save all this—but it never does, it always comes in the afternoon when every one is trying to make up for lost sleep, so carry on scrubbing out. Sparkers clean out the heads and bathrooms (if you've had a 'flash-back' then you know what that means). Another sparker cleans out 'the cage' usually topped up with oil, and the sparker detailed for bunting (usually a trainee submariner still suffering from shock) cleans out his new found empire—the conning tower. It's surprising the amount of gear that, with a bit of thought and planning plus a little magic and a direct order, can be stowed in such a small place as the 'bunting's padded cell'. The LRO to the office to catch up on corrections, just as many as any good frigate gets (no drips though, he's happy in there out of the way). Wind the watches and ship's clocks and a quick scrub out and up to the mess.

Tot comes up, everyone now is happy, except the ones who have got the 'death watch'—1400 to 1600, they pray that the attack will come then, but no—1230 to 1300 amid dishing up and stowing plates and mess gear . . . ALARM . . . attack team close up . . . or more dreaded, 'Action stations' in any event every one out, one sparker on the attack log, one on the periscope reader off, one standby (usually the confused bunting)—and the RS and LRO to the office to sit it out. That's fine, you are now working as close to the wardroom as you ever will in your life, and in the most educating way (if you've never done a submarine visual attack on a heavy (carrier or RFA) through a screen escort, then it's an experience you should all have to let you know what the Navy is all about). 'Fall out attack team'—going deep, great, Off watch, NOT on your life, just found out you are ON watch, even the RS is 1 in 3 on the after planes or CEP. (Must tell you all about the CEP one day CRS, you'll never believe it.) After the 'death watch' is over, trainees to get trained up, paper work to do, not counting the amount of times you're called to the office or control room to sort out some snag.

Let's have a movie, hoping of course the frigates stay away now for a while—not to be, Changing areas. Now it's Surface or snort transit and dive again, all hell seems to let loose and more than likely the poor misguided bunting (now near cracking point) is on the wheel when it happens. When we get to the next area 'Diving Signal' and down we go and wait, supper comes up, the only thing about supper is the nuisance of dishing up and scrubbing out again for evening rounds. By now we've all been lulled into a false sense of security, when, 'Action stations, Fish will be fired' . . . this will go on for hours . . . and sure enough . . . TRV leaping around picking up torpedoes.

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Don't say we've lost one, Oh well, 2 look-outs (Guess who. The bunting now loses immediate control and slaps in to go back to 'Gens'). 2 sparkers in the office, now the RS comes in and they can't move in there. Until sunset we search, No Joy. Signals to the world it seems about losing it. That over, off for a quick 'Casex' with the RAF

At last turn in again, now what watch have I got again, 2000 to 2359 and 0400 to 0600. 'Our Father, which we hope is still in heaven, please let the next attack come during the 4 till 6. No such . . . luck (WHY ME)? Out everyone gets at about 0100 and you find yourself up all night again. Never mind, alongside tomorrow (all being well), borrow a suit, a pair of shoes, and a ship's company run. (They still happen you know.) The attack over, your watch over and the serial over, some angel taps on your shoulder 'OK Mate, what you steering or what depth you keeping'—You tell him and away you go knowing that sometime soon it will be 'OK lads up you get'—Harbour stations in 15 minutes. Why do we always have to enter harbour at 0700 in the middle of a thunderstorm. Seamen looking for foul weather gear, life jackets and long lost hats, the scratcher getting his gear (ships bell, guard rails and casing keys plus some unidentified gear) up to the casing. Breakfast comes up, a pipe is made 'Special sea duty men close up' that means the Comms staff again, we fade out as the bunting screaming hysterically through the boat looking for a bosn's call and a bridge ensign. (Such a waste, he would have made a good submariner, he was bombed out enough.) Collides with a tray of egg and bacon on its way to the mess.

P.S.—In case you've forgotten, we're all sparkers and keep watches in what used to be called a wireless office . . . 'but that's another story'.

## HMS BURNASTON—9th MCMS CANTEEN SPANNER

Many things have happened to our pocket battleship since arrival in Bahrain via the Cape of Good Hope. First *Gurkha's* Wasp and various other elements of the fleet bombarded us with sacks of flour, eggs and general gash, to recompense for our quiet loaf since leaving Gibraltar. Individual ships and the squadron as a whole started to work-up, seemingly without end, and soon the ship's company was singing that very famous swearing song to the tune of Holy, Holy, Holy. The base padre overheard the same one night and ever since his church services have not been the same.

In April RO2(G) Terry Fisher disappeared to the UK and was replaced by RO2(G) 'Klondyke' Gardiner, late of *Jufair*, who thought he was on to a quiet number after the commcen. Everyone makes mistakes but that was his best to date. The only other change in staff was that of Lieut. Robin Whiteway Wilkinson by Sub-Lieut. 'Tubes' Ricks as navigation and communications officer. The end of April found us at Bandar Abbas for an exercise with the Imperial

Iranian Navy. Words fail us, but being intrepid young men the battle was won by keeping communications at a minimum. The following months until the present time have been occupied by sweeping, slipping periods, 'Squadex' and visits to Abu Dhabi and Sharjah in the Trucial Oman States, and Khorramshar and Abadan in Iran. Khorramshar was noted for its grippos and English type weather, thick fog in the mornings. (It has not rained since April).

The ship recommissioned with a new crew on October 19 so we all look forward to climbing aboard the big silver bird for a drop of VC 10derness. Bunts is off to HMS *Neptune* in the frozen wastes of Scotland, and a disgusted sparks goes back to *Jufair* after leave where at least he will have the sun. We wish the new crew the best of luck and as pleasant a commission as we have had. They have inherited the best sweeper in the Gulf.

## HMS DANAE

by RO2 Fairweather

HMS *Danae* has now been in commission for 10 months, starting her life in Devonport Dockyard on October 14, 1967. As this is our first attempt at putting an article in THE COMMUNICATOR there is so much to be said and, unfortunately, so little space. Considering she is a new ICS-fitted ship we have had very few teething troubles—equipment wise that is—sparker wise is another story . . . ! We started early in May last year with two RO2(T)'s Clifton and Evans (now Mr.) plus two RO2(G)'s Fairweather and Burrows, and last but not least CRS McDonald and CCY Ryrie (also to leave us for civvy street). With the later arrival of Communicators, CST's over and many other tedious tasks behind us we said goodbye to our life of ease in *Drake* Barracks. The first thing to loom menacingly before us was . . . work-up at Portland, need I say more?

With that under our belts and feeling at last at home we set off for the Med. and all the delights of Gibraltar and Malta (still on our home leg mind). In the hectic months that followed with Guzz well forgotten by now, we visited Cherbourg, which I personally will refuse to comment on, Zeebrugge, then on to Esbjerg in Denmark, in fact we never stayed in one place too long but enjoying ourselves none the less. Then back to the West country for a spell before rushing up to Rosyth Navy Days and on to Scapa Flow where myself and RO2 Emery caused some light (literally) entertainment for the Landing Party, namely by settling alight the Shore HQ, this being an old outhouse of some description with a thatched roof—well it was originally! I might say we killed more Bootnecks than that on this Landing Party but always seemed to lose. Back to Portsmouth to show the latest Leander off during Sea Days, a hectic run to Rotterdam and Wilhelmshaven with CINC WF, then back to Rosyth again for the Western Fleet Assemble (still no sign of Guzz).

Enough of where we've been, a little about the

Branch. An interesting point but not satisfactory to us all is the messing—a new idea of splitting the Branch into two halves. Forward and after messdecks, which I'm told is for action damage purposes.

Communications as a whole is very good, once ICS is planted in the brain you begin to wonder how you ever managed with COMIST, etc. in fact with everything done more or less at the touch of a switch you tend to get lazy (not that we need much prompting). If you ever get such a draft forget about Samuel Morse and brush up on your A.T. Most of our traffic is passed on Ratt S/S, occasionally we have snags but generally it is very quick and efficient. With broadcast at its peak we found at one time during the Fleet Assembly no less than 10 teleprinters on the maintenance bench.

Amusing incidents . . . several, one in particular springs to mind concerning 'Radhaz'. 'Guns' fearing for his anatomy asks is it OK to go on the GDP. All clear Sir, so up he goes, some short while later I answered the intercom to be greeted by 'Confirm there is no Radhaz on the GDP Fairweather, I'm aching!' but all is well and 'Guns' is still intact. Sport . . . We have a keen soccer team headed by Hookies Howarth, Hinks and Thorpe with many victories to their credit. With Lt. Freemantle (SCO) keeping an eagle eye on the training aspect of our younger Communicators, we find most have now reached the dizzy heights of RO2(U). Other ships also have taken advantage of his services and having done their stuff onboard now find themselves on the ladder also.

Well the end of the home leg is in sight—after a few weeks leave in the land of the oggie trees we shall be off again to warmer climes—King Neptune has his eye on several members of the Branch particularly the chap who said 'Hooky, SPDC UK won't break', and the chap who sent a RESTRICTED signal in clear on RATT Ship/shore. Then not forgetting the chap who switched off the frequency standard thinking it was a UHF set—also the (T) who hoisted the jack on the ensign staff—still the list could go on for a long time, we will tell you more in the next article. Until then remember our motto:—

'BEWARE THE SONS OF DANAE'

or

'WATCH OUT FOR THE GOLDEN SHOWER'

## HMS DUNDAS — PORTLAND SQUADRON

by RO2(T) Mortimer

The days of our re-fit are well behind us now. Just a recap to keep everyone in the picture. May 1967 saw the commencement of things to come. Eventually, after 14 months long re-fit she took to the water. The main feature was the modification of the messdecks, which are all bunk fitted, with one or two exceptions as there is always with type 14's (slinging). With the arrival of her crew, the ship was commissioned on June 21st 1968.

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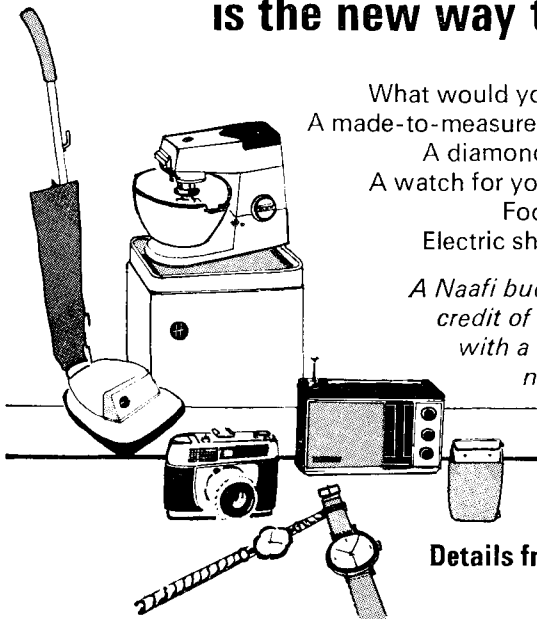
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To help us along with our ordeals to come, the staff consists of RS Burch (in great demand at all times), LRO(G) Mick Gill (his right-hand man). To back them up are RO(G)'s Casserly and Fassum (BADGES), who decided upon a rest in Haslar, a broken ankle was all he could offer? (all in the line of duty). As always we have the additional. In order of merit they appear as such:—RO3's Taff Richards (bunts), Western (his friends call him Aggie) who gives a sensible answer to such a simple question. Such a conversation was overheard between him and Pots:—

Pots . . . 'Is the broadcast printing 5's Western?'

Western . . . 'No Pots, it's printing HNR's.'

Pots . . . 'You "-----" Dimwit, scrub the flat out!'—and so on.

RO 3's Connolly and (Aladdin) O'Toole complete the sparkers agenda. During recent HF/DF Calibrations, results proved negative in all respects. After carefully stripping and checking the equipment for defects, none were to be found. Careful examination was traced to the D/F loops, but alas—who should we find but Aladdin and his tin of bluebell rubbing and polishing the loops with fury. He has since been relieved of his cleaning station.

The VS Dept. is as busy as ever with LRO(T) Scouse Bartell (Yeoman) who departs from us next year for civvy street. Best o'luck Scouse! Lest we forget there's RO(T) Fleming in defence. Keeping an eye on us all is the Navigating Officer, Lieut. Blackburn our SCO

Before our acceptance into the Portland Squadron a work-up was put before us. The only thing I can say is we came through it successfully. One honour conveyed upon us was 'THE RAS OF THE MONTH' with RFA *Tidereach*.

And finally, the squadron paid a visit to Bordeaux on October 19 for 4 days, which the ship's company greatly accepted. General remarks:—Once bitten twice shy.

## FLAG OFFICER SEA TRAINING FOST

by RS. Atha

As mentioned in the summer edition we are still in the throes of modernisation. By the time you read this (and I am informed on good authority that people do) we should be established in our temporary/permanent building to allow the full modernisation to be carried out. On completion of this we shall become a 'Super-efficient on-line concern', so take heed would-be worker-uppers.

Communicators who have recently finished a work-up will confirm that a friendly and relaxed atmosphere exists down here (the Riviera of Dorset). The chief sea riders headed by Sub/Lt. Emmett A/SCO(S) can be heard giving friendly advice in low dulcet tones even as far out as the Plymouth exercise areas, but they mean no harm and can be domesticated in time. We are sorry to be losing CRS(W) Saunders to the

*Hampshire* his presence in the exercise office when not at sea will be missed, even if his adverse criticism was not heeded. We bid welcome to his relief CRS(W) Jackson.

On the other side of the fence Lt. Dartnell, A/SCO(P), is busy making like a works foreman, in fact it has been said, that instead of counting sheep during the day it is now tiles and bricks plus the problem that when the commcen is complete where to find the operators to man it. Sometimes we feel like the lost outpost of CND's foreign legion.

At the head of our family tree the SCO Lt.-Cdr. Fulford-Dobson still reigns supreme, but Lt. Dartnell will be leaving us in the New Year for pastures greener; and becomes a Mister. All of us on FOST staff wish him the best of luck in his new role as a civilian.

Funny of the term—A letter received at the MSO for passing to HMS *Cleopatra* sent by a department in MOD(N).

Mod Navy,  
The C-in-C,  
HMS *Cleopatra*,  
Naval base,  
Portland, Dorset.

We apologise to the Captain of *Cleopatra* that it was missed in the half-yearly promotions.

## HMS FEARLESS

by Lt. (SD) (C) W. J. Prickett, RN

Many notable events have occurred in the world during the last 12 months which have made headlines, two of the more prominent being the Aden withdrawal and the Rhodesian conference at Gibraltar. Since our last article *Fearless* has participated in both these memorable events. Much has been written in previous articles about Aden and it is sufficient to say we played our role and were relieved by our sister ship *Intrepid* before the end. Our old commission ended in the depths of Devonport dockyard and a new ship's company arrived to bring order out of the chaos. We slumbered in the quiet of Devon until July when we at last completed our HATS and SATS and once again enjoyed the fresh sea breezes. An interesting Navy Days at Plymouth followed in which we managed to handle 162 telegrams to various ships, the hard pressed staff being assisted in the Post Office by the charm of the WRAC's. A hectic 3½ week spell at Portland followed in which we reissued the phrase 'Nothing is too difficult, the impossible takes a little longer'. Many and varied were the tasks, from NBCD to 'Distex', and from AAGTX to Radphone via Lossiemouth to FOST office. All in all a valuable period in which many new skills were learnt.

Our amphibious work-up should have followed, but after loading the advanced party, off loading them again, and embarking 846 NACS from Culdrose, we sailed in the best cloak and dagger style for an unknown destination. A rendezvous with *Kent* on the second day at sea gave rise to more rumours, 'Distex' in Biafra being the most popular, although spare

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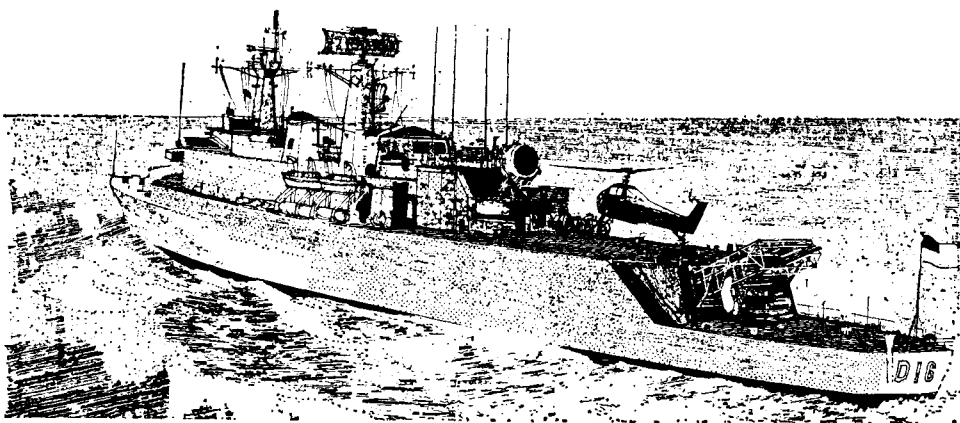
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yachts to Acapulco had its fair share. However, for those who have never seen it, the majestic sight of the Rock soon dispelled all rumours and a very hectic episode was under way. For the next week it was watch on stop on for both ships' communications staffs. *Fearless* provided the Gibraltar end and the UK circuits and *Kent* the terminal for the Salisbury circuit. It was a fascinating period which we will remember all our days, and, thanks to the magnificent help of those ashore, our customers were well satisfied.

Then followed a quick dash back to Devonport to load for the largest amphibious exercise to be held in Home Waters for many a year. The exercise took place in Northern Ireland, where a pitched battle was fought between the brigade we had landed—24 Infantry Brigade—and the resident brigade in Northern Ireland—39 Infantry Brigade. Backing up both sides were RAF fighters and transport aircraft. RAF helicopters supported 39 Brigade and 845 NACS 24 Brigade. We are now busy preparing to sample the delights of Cardiff, Avonmouth and Bremerhaven. Rumour has it that we might even visit Portsmouth if we're good.

Finally, we would like to say farewell to our old commission and wish them good fortune in their new abodes. To our new commission, welcome to the best floating Chinese restaurant West of Suez. To our signal troop happy integration without UDI, and to our many friends and acquaintances in Plymouth, Portland, Gibraltar and elsewhere, thank you for your invaluable assistance and advice during our refit and work-up, and we look forward to future meetings.

## THE WILSON/SMITH AFFAIR

by Lt. (SD) (C) K. Schofield

Gibraltar, the Rock,  
Was in for a shock  
One hectic day in October  
For *Fearless* and *Kent*  
Were diverted and sent  
There to help settle affairs of Rhodesia.  
North Front was beset  
By propellor and jet  
Bringing Wilson and Smith to the table  
Whilst the Commcen and Techs  
Set up circuits and sets  
With transmitters, receivers and cable.  
The air was filled  
With RATTing and MORSing  
With TOing and FROing  
And YESing and NOing.  
Meanwhile the Press  
And for that matter the rest  
Were having to guess  
At the coming and going.  
And believe it or not  
We still do not know  
Whether Smith must stay  
Or Smith must go.  
Was it worth all the effort, the chaos, the cost.  
In time we shall see who has won, who has lost.

ANON.

## 1st FPB SQUADRON

by LRO(G) A. G. Howard and LREM R. Jarrett

A ditty to be sung to the chorus of Hernando's  
Hideway:

There is a quiet secluded draft,  
and you can get it if you're daft.  
Much time is spent upon the seas,  
it's called those bouncing FPB's———OLE.

Fifty knots they do with ease,  
but this the crew it doesn't please,  
with 18 Troops and 3 PO's,  
and in the Wardroom two of those———OLE.

They go to places near and far,  
they are well known in every bar.  
They're never known to buy a round,  
their beer and spirits are all found———OLE.

FPB1 rides a Moped  
and off to see the Mayor he sped,  
and on his bike at front and back,  
he flew an Ensign and a Jack———OLE.

On exercise we Jam a lot,  
three stokers who have had their tot,  
they sing some songs that they all like,  
into the CIPP mike———OLE.

You may think that we don't break down,  
but when this happens Chief will frown.  
He says those Donks will run more yet,  
we laugh and say you wanna bet?———OLE.

Inspection time is drawing nigh,  
and poor old Jimmy's heard to cry,  
those Troops they just don't seem to care,  
just look at that damn stoker's hair———OLE.

FPB1 sent a request,  
a tale to render at my best.  
He said I ain't got no wit,  
and so you've got this heap of . . .———OLE.

## HMS GANGES

by Lt. (SD) (C) A. E. Pl Briggs

### COMMUNICATIONS STAFF

SCO: Lieut-Comdr. J. P. G. Bryans  
ASCO: Lieut. (SD) (C) A. E. P. Briggs  
Chief Instructor: CRS G. Kesteven  
Regulating Chief: CRS P. Shotbolt  
Plus numerous unsung heroes . . . The class instructors.  
We must apologise for not providing an article for the last issue due to our copy not being ready in time. In fact we would also have missed this issue had we not had a 'gentle' reminder from the editor.

Winter term, as some of you may well know, is normally a comparatively sedate term as far as



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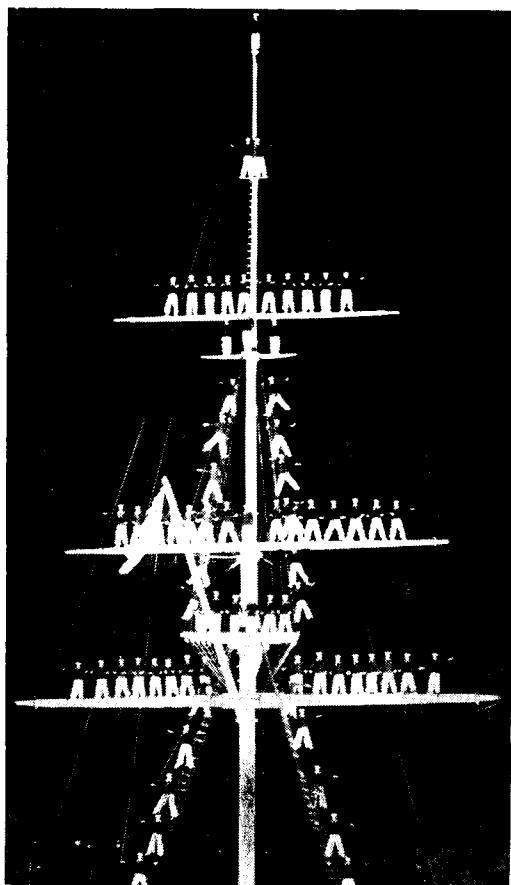
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**Ganges—Manning the Mast**

additional activities go in *Ganges*, but this year we are being a little more ambitious than usual and making Guy Fawkes night a 'Mini Parents Day'. The fire-works display will be held on the Parade Ground instead of the lower track and will be preceded by displays by the Royal Marine and Bugle Bands, Guard and Maze Marchers, the latter armed with flaming torches. Following the fireworks will be the 'Piece de Resistance' of all *Ganges* displays—Mast Manning—this time, for the first time in *Ganges*, floodlit—wonder how our last JRO Button Boy CWIK would have liked that!

The recent visit by CSS in October was greatly appreciated by the whole staff whose only complaint was lack of time. Questions, after a slightly slow start, came fast and furious and were answered with equal speed and frankness by Captain Anson.

*Ganges* has now got its own local squadron. Two Inshore Minesweepers, *Flintham* and *Dittisham*, which have replaced the old tender *Bembridge* and MFV 1256. These vessels do a lot of good work day running from Shotley with the occasional visits to ports further

afield and are very popular with the Juniors who are always keen to have a go.

Recent and impending departures are listed below and we thank them for all their efforts and wish them all well for the future and also take this opportunity to welcome our joiners:—

#### DEPARTURES

Lieut. (SD) (C) K. Reith to *Intrepid*  
CCY Soden to *Rooke*  
CRS Hodgson to pension  
CRS Jones to pension  
RS Franklin to Mauritius  
RS Knight to *Rooke*  
CY Davis to Civvy Street  
LRO Wray to Civvy Street  
RO2 Fairs to Civvy Street  
LRO Bassage to *Mercury*

#### ARRIVALS

Sub-Lieut. (SD) (C) P. Feiler (Div. Officer)  
RS Gair  
RO2(G) Graham  
RO2(G) Courtney

In conclusion may we wish all Communicators, past and present, a Very Merry Christmas and a Happy and Prosperous New Year.

## HMS INTREPID

by Jim

With only days away from Singapore and to flying our 180 feet paying-off pennant, we look forward to seeing the pale faces of our reliefs, only to wish them 'Adieu'. Even now we have onboard the first advance party in the form of Lieut.-Comdr. Fryer (SCO), CRS Johnstone, RO2 (T)'s Gibbs and Reeves, and welcome them onboard, having said farewell to Lieut.-Comdr. Bruce-Gardyne, LRO (T)'s Allum and Gowman, they have gone to happier lands.

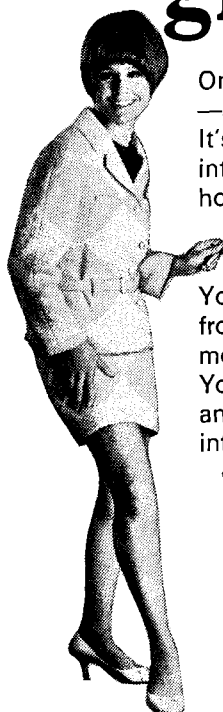
Last time we dropped a line to THE COMMUNICATOR we were steaming back from a good run in 'Honkers' and Japan ready to pay dearly for it by suffering FO2's inspection. These obstacles were surmounted with nothing but praise for all in *Intrepid* from the Task Master himself, and with a sigh of relief into dry dock for a few weeks rest went the mighty 'I'. The refit was quickly taken up repairing wire aerials, painting the masts, flag deck, etc., and of course blessed station leave, so that too soon we found ourselves ready for sea, and . . . surprise, surprise, another amphibious exercise of three weeks duration. Just to make sure we were absolutely tip-top in communications, we held a communications exercise in harbour for two days to exercise for the coming exercise, during which time we brought RNCC Singapore to their knees by snowing FR's Broadcast to a standstill; at this point it was called off, but by then it was time to put to sea anyway, Yo, Ho, Ho!

Each time we go on exercise it's going to be the biggest since Nineteen oh splash, and 'Coral Sands'

was no exception. Numbering a NATO force of 52 ships in all taking part, we were to sail in company with most of the Far East Fleet, with *Hermes* amongst them carrying FO2 as Commander of the Task Force. Onboard *Intrepid* we had the Joint Force Headquarters, Commodore Amphibious Forces, HQ 3 Commando plus representatives of just about every contingent in the exercise. At one glance our communication responsibilities can be assessed as we guarded broadcast and ship-shore for just about every 'friendly' sea-going unit accompanying us. Gradually we got through the various phases of the exercise, at the same time witnessing some of the mightiest striking power assembled for many years in one area—'sign here Jack!' One could never say the exercise was ever dull at least. Having fought our way through submarine, surface and air attack with comparatively mild casualties, the fleet comprising *Intrepid*, *Albion*, *Sir Geraint* and *Sir Galahad* assembled in Shoal Water Bay to launch the amphibious attack, while our various escorts patrolled outside the harbour protecting us from patrol boat and any other attacks. Soon we had the 2,000 odd Royal Marines ashore against the entrenched 'enemy' comprising 900 Gurkhas, specially flown to Australia for the exercise. After a couple of days 'bloody fighting', our side won and we re-embarked surprisingly cheerful Royal Marines, and away *Intrepid* steamed for a spot of relaxation in Brisbane, with *Albion*, *Andrew* and *Sir Geraint* in company.

Imagine a sleepy Methodist British/American influenced Australian town basking in a mild spring climate, with miles of beaches, and thousands of beautiful women who outnumber the male population (much to our delight). Also call upon your imagination four British ships topped up with Matelots, Boot-necks and Pongoes aching to get ashore and provide all those lonely girls with escorts for the beaches—'You English are so gallant'. Some idea should be had by now of the sort of run it was—Marvellous! Which was however somehow justified in being the last visit of the old commission. Eventually we left to a tumultuous send off from a mainly female company, and from the sad moping looks on some of the Ship's Company's faces, thoughts of returning were uppermost in many minds. There even was one case of a whirlwind romance on the *Albion* of a Royal Marine meeting, wooing and marrying a young lady in the space of four days, the last six days one imagines were spent on honeymoon, is this a record? However UK still retains preference it seems, for we sailed with nil absentees—much to COMFEF's surprise as he even sent a signal of congratulation to mark the event. At the time of print the 'Old Commish' will be enjoying a well earned leave, so we take this opportunity of wishing our reliefs a 'Merry Crimbo and a Ha, Ha, Ha New Sneer!'

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## KRANJI WIRELESS STATION

by Lt. (SD) (C) C. H. Walklett, RN

Talking in the mess the other day, the recent series of articles on Kranji became a topic of conversation. Everyone said how much they had enjoyed them and what a pity it was that there was no post-war history of the place to continue with. Inevitably the conversation veered towards rectifying this omission, and while it was considered too large a job to write 23 years' history without considerable research, it was thought that an article on the Kranji of today might well be of interest to those who have followed the series or who have known the place in the past.

Located just off the main Causeway—Singapore road, and some 10 miles from the naval base, Kranji is the naval receiving station for the Far East Station. Primarily it consists of the receiving aerials and receivers for the naval DCN circuits terminating in Singapore. In addition, the station controls both the morse and RATT ship-shore; the naval morse, submarine, and Area 8 broadcast; and CCN are run from the central receiving room, with a radio link connecting Kranji with the naval headquarters in the dockyard. Stuck in a fairly remote corner of the camp is the Signal Training Centre which covers the last part of Kranji's job, the training and examination of communication ratings serving with the Far East Fleet.

To man and service the equipment, about 50 naval ratings and 50 Asian operators are employed. The naval ratings are mostly electrical, but a good sprinkling of Communicators are required to run the morse room. The fleet pool and the sea training pool are also stationed at Kranji and when they are not at sea, add considerable weight to the (C) representation.

To administer the establishment, there is the officer-in-charge, Lieut.-Cdr. E. G. H. Reubens and the first lieutenant, Lieut. (SD) (C) J. Shackell. Apart from the large amount of work necessary for the day-to-day running of any establishment, Kranji consists of 177 acres of ground to be cared for, employs a large civilian labour force, runs its own transport, accounts for its own naval stores, etc. In addition, there is the work necessary to run the signals side of the place. An engineer officer (RE) is appointed to cover the various technical aspects of equipment, aerials, etc.

Over the years, jobs and responsibilities seem to have changed a great deal. If Mr. Radwell returned to Kranji today, the first thing he would notice would be the number of electrical ratings and scarcity of Communicators. He would notice that the regulating of the station is done by a coxswain, while the 'Parts of Ship'—the CRR, the Electrical Division, and the STC—are regulated by CRS Potter, CRE Buchanan and CRS (RCI) J. Bailey respectively. A PO(SY) running the naval stores while a L/Cook is in charge of the galley and the Chinese staff.

Other major changes are in the amenities provided for the residents. A very pleasant swimming pool is

situated behind the old OIC's house, and in front of the pool is the Kranji Klub, an attractive and lively club run by the NAAFI. Two tennis courts, badminton and volley ball courts, a large 'pitch'—used for soccer, cricket, athletics and rugby—and a golf course cater for those with surplus energy; whilst a large cinema running three different shows per week, a church, library and a games room are provided for more leisurely activities.

Accommodation has also changed for the better. All four officers and two CPOs are provided with married quarters on the station, and the naval chief staff officer (Intelligence) also occupies a married quarter within the camp confines. Two of the officers quarters within the camp are, I believe, formerly either the sites of or were used as the warrant officers quarters/mess. These have been thoroughly modernised to make very attractive dwellings. The training officers' quarter is situated at the far end of the lower aerial field and about a mile from the main station, was at one time part and parcel of an Army depot, and to this day one can see the foundations of numerous buildings which used to surround it. It is still known locally as, 'No 7 Bungalow, Oil Fuel Depot'.

Although many of the senior ratings live out, they have a pleasant mess situated on a bluff overlooking the wooded hills which hide the Kranji River from sight. A cool and attractive bar and lounge is frequently the scene of gay social functions when members of the fleet are entertained. Single and double cabins are provided for the 'livers-in' and any visitors from the fleet. The junior ratings accommodation has also improved considerably over the years. Three blocks provide living quarters. In two of them the ground floor consists of three four room cabins whilst a large dormitory is on the top floor. In each case the messes are light and airy, and fitted with first-class furniture—certainly a change from the 'Bag and Hammock' days. A central dining hall is situated in the main section of the camp, and ratings are offered a choice of menu in the cafeteria.

Apart from the various structural alterations which have been made over the years such as the transfer of the CRR from the 'Fort' with its key stone marked 'J. W. McClelland, officer-in-charge 1941', to a modern air conditioned building close by, I think that the greatest changes have occurred in the equipment used. Whilst I have no idea what receivers/aerials were used in shore stations in the early forties, I think it would be safe to say that they would not bear comparison with the ultra modern, synthesised, transistorised receivers currently fitted.

In the pre-war days, morse was the main medium of long distance communication, but today automation in the form of the teletypewriter has taken over and morse is rarely if ever used on the DCN circuits. Availability must also have improved. It would be very interesting to know the availability in those pre-Mauritius days (the old Fixed Service 6 was none too good even 15 years ago) compared with the almost constant communication of today.

No account of Kranji would be complete without a mention of our Asian civilians. In this connection the name of Mr Ali bin Mohammed comes to the forefront. He has served in the RMN and with the Navy for 29 years, the last 6 of them being at Kranji, and was recently awarded a very well deserved Queen's Commendation for long and meritorious service. Mr Ali is now the senior Asian civilian in Kranji and works in the staff office. Another long server is the typist in the staff office, Mr Nathan. He has been at Kranji since 1946. Many other of the civilians—from labourers to radio operators—have done equally long stints of service and must be known to large numbers of officers and ratings who have passed through Kranji.

Although this article is chiefly about the differences between the Kranji of yesteryear and the Kranji of today, one factor has not changed over the years and is reflected in the station's motto, 'Kami Berhubong Dengang Dunia'—(We Speak to the World) and we like to think that we still give a cheerful and efficient service to the Fleet.

## MAURITIUS W/T

by CRS A. J. Cokes

Having just completed one seemingly continual round of inspections—HQDCN and COMFEF to mention only two—we settle down to what we hope will be a quiet prelude to our Christmas rush. Drafty continues to use his 'transplant machine' and every Monday sees a change of faces. In fact the list of INS and OUTS for Mondays flights reads like a Who's Who of the Communication Branch. The number of changes are too numerous to list here so we leave the editorial staff to include them in the appropriate section.

The shell war still rages and Monday mornings are spent exchanging news of the weekends haul—for the Daymen that is! The watchkeepers continue to plough the bottom of the ocean at Le Chaland Beach Club and the ants in the VM's quarters are the best fed ants in the world.

Lieut. Wenn, our DOIC, has taken a new cap recently; that of producer, Director, Script Writer, Song Writer and General Factotum for the HMS *Mauritius* Christmas Panto. Suitable expressions of sympathy at all his problems are forever forthcoming from the OIC, Lieut. Burling and from the CRS.

A considerable amount of new equipment is now being installed by a team from UK and a queue of RO's wishing to be allowed to wield a hammer to smash up the old equipment in the EDC room grows daily. 'Revenge is sweet'. For the info of ex-'Islanders' Chief's Chits continue to roll and now number 149. Sweepstake tickets on the total for the year are at a premium. Seasons Greetings to all Communicators everywhere.

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The CO HMS 'Mauritius' inspects 'Tare'.  
RS E. J. Emberton Tare supervisor explains

## RNAS LOSSIEMOUTH

by Topsy alias WRO(M) J. M. Turner

Greetings from Jockanese land, where the comms staff are at present recovering from the strain of avoiding the Admiral during the recent evolutions. Since the last edition of the COMMUNICATOR much has been taking place, unfortunately most of it had to be censored. Another good Wren has recently slipped down the matrimonial drain, captured by the Yeoman no less. Wedding fever seems to be in the air, with four more Wrens preparing to meet their fate in the next few months, however there are still plenty more unattached Wrens on the waiting list.

LRO(T) Wood has lately joined the ranks of the elite, and can be seen strolling round the MSO looking extremely 'tiddly' in his new Yeoman's rig. Most of our staff appear to be leaving us just at the moment. LRO(G) Muir has just gone off to try another spell of life on the ocean waves, on the big 'E' no less. In December L/Wren Gamble is off to Whitehall

wireless as a PO Wren, and two more of our Wrens are due to depart soon in the hopes of spending Christmas in the sun. LRO(G) McDowall left us in the summer for the great outside world, to be followed shortly after the New Year by RO2(G) Hunt (two more reluctant victims for the taxman).

However we seem to have had an overflow of morse Wrens up here. Six of us are at present trying to disrupt the CRR and generally confirm all male sparkers in their views on the WRO(M)'s. And I must say that we are succeeding in our aims quite well. Here where the Haggis roams wild and even the five-penny post takes four days, everybody is busily preparing for the onset of winter by quickly requesting crash drafts to anywhere, so if you fancy a spell in the Highlands better save your request forms until Spring comes around again, unless you like the Eskimo life that is. Still there's always Hogmanay to look forward to.



## MEDITERRANEAN FLEET 1968 or 7th MCMS

by S/Lt. (SD) (C) P. K. James, RN

At last a plaintive cry from the Mediterranean section of the Western Fleet to dispel the rumour that the only Communicators out this way are at Malta Commcen. The 'fleet' consists of *Walkerton* (MCM7), *Stubington*, *Shavington*, *Leverton*, *Ashton* and *Crofton*; *Layburn* plus *Sea Savior* the 7th MCMS support ship, and we are doing very nicely, thank you. Unfortunately by the time the Spring edition of the COMMUNICATOR is published, or shortly thereafter *Layburn* will be the sole representative afloat in Malta other than the occasional visitor. The 'sweepers' pay-off in April 1969 and bring to an end the presence of at least one squadron of the Royal Navy in Malta since about 1800.

For the many Communicators who have served in Malta at one time or other let me tell you that the swimming is still as good (Paradise Bay, Golden Bay, Comino). Rather more commercialised with lots of hotels, night clubs and the Casino at St. Georges. Prices have increased, as they have anywhere else, but a 1968 vintage bottle of 'toot' can still be bought for two bob, or should I say ten new pennies. The



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journey by bus from Veletta to Sliema still only costs 3d (5d on Sundays) and is still by the original buses! HMS *Phoenixia*, *Ricasoli*, *Halpar*, *Corradino* canteen and Manoel Island except for the Club and Diving Centre have all closed down.

Perhaps a brief mention of communications might be in order. We have absolutely no problems at Vittoriosa Wharf, because if our 'phone isn't working someone else's is. We don't do too badly at sea, when the fact that we usually operate over 500 miles from Malta is taken into account. Minesweeper long haul communications has been the subject of much discussion and much 'bumph', so enough to say that it is sometimes difficult. The title Coastal Minesweeper is quite self-evident, but I'm not sure it meant the coasts of France, Greece, Italy or Turkey.

Exercises have been many and long, and the Flag has been shown at such delightful spots as Izmir, La Spezia, Souda Bay; such lovely spots as Athens, Toulon, Augusta, Santa Margherita (Italy) and exquisite Menton and Sete in the South of France (pause for reflection). Add to that sterling service at the Sicilian earthquakes earlier in the year, a trip around the Moskva and all in all the Squadron has had a busy time. Now we look forward to a spell in Malta, a little RA time and little sleep. You must have heard of the BELLS of Malta—they still ring.

Now you can read the rest of the magazine and, sleep peacefully in your beds knowing that we are here in the Mediterranean—six minesweepers and *Layburn*. So don't worry about the Russian build-up.

## HMS RECLAIM

by RO2(G) A. C. Wood

Time has flown since our last little article in the 'Coming-Of-Age' edition of COMMUNICATOR, in which time we have had a change of departmental 'Boss' from Lt. A. R. Williams, RNR to Lt. D. A. Nicholson, RN, and a change of Command, from Cdr. P. J. Messervey, MBE, GM, RN, to Lt.-Cdr. J. Grattan, OBE, RN.

Apart from that, little else has happened to break the monotonous role of a Diving Trials Ship, under AEDU, HMS *Vernon*. Much of the earlier part of this year saw us working with L. E. *Cliona* and L. E. *Macha* of the Irish Navy, off Tuskar Rock, Rosslare, on Operation 'Tuskar', later to become better known as Op 'TFR'. (We will leave it to your imagination to insert the middle word!) Also with us at Rosslare was HMS *Shoulton*, without whose cheerful company, the operation would have been more of an ordeal than it turned out to be. Thanks, Comms-wise, to LRO(T) 'Dobbo' Dobson and RO2(G) 'Nobby' Clarke.

After a belated summer leave, we once again sailed for a salvage job off Texel LV, only to spend most of the allotted week alongside in Den Helder. On return from there, a quick visit to Brighton which was much enjoyed by all onboard, a fortnight alongside in Pompey then a five-day passage to Gibraltar for some more Diving Trials, much to the disgust of

the RA's! It is alongside in sunny Gib that this article is being written. So, from a department consisting of LRO(G) 'Pete' Price, RO2(G) 'Slinger' Wood, RO2(G) 'Bob' Doyle, RO3 'Sweeney' Tod and, last but not least, our only, hard-done-by, over-worked, under-paid bunting, 'Willy' Dunningham, we say goodbye and good luck till next time.

## RNCC SINGAPORE

by S/Lt. D. G. Cooper



Mr. Morris, Minister of Defence Equipment, on a visit to RNCC Singapore during his fact finding tour of the Far East

With the Far East Fleet in Australian Waters for most of October, the RN Commcen has been far more quiet, than is usually the case. The reason for the Fleet's absence is to take part in tactical exercises, culminating these efforts with a landing of 3 Commando Brigade in Queensland, Eastern Australia. The Nee Soon shopkeepers inform me that the exercise was a big success and that the ships have now gone into Australian ports for rest and recreation. Even such semi-permanent marks as *Forth* and *Triumph* somehow managed to up anchor from the naval base and successfully make the long trip to South Australian ports.

Signs of the rundown in Singapore are beginning to be felt and with the commercialisation of the dockyard due to take place in the next few weeks further changes can be expected. Swan Hunter is the Company which will manage the dockyard for Singapore Government and it will be responsible for docking and repairing HM ships for as long as we are in the Far East. A word about Swan Hunter; the company has a long history of building every type of ship, from battleships to barges, for the Royal Navy, so we shall be in very good hands.

On November 1, Lieut. Orchard, ex-FEWO, relieves Lieut.-Cmdr. Thompson as OIC, Commcen and the duties previously performed by FEWO will go to FO2FEF. The best wishes of everyone in the Commcen go to Lieut.-Comdr. Thompson as he takes up his new job in the Whitehall maze.



The Commcen was visited by Mr. Morris, Minister of Defence Equipment on October 30 as part of his fact-finding tour of the Far Eastern establishments. Below is a photograph of Lieut.-Comdr. Thompson explaining a firer communication point to the Minister while the FCO (Commander Parker) studies RO2 Elvidge on the fixed service bay.

Under the leadership of RS Barwick, the Commcen football team did well last season to come second out of nine teams in the dockyard Football League. The league has just started again, so any Communicators who are drafted to the Commcen should ensure that their football boots are in good condition. RO's Young and McGillivray have been regularly playing for the South Johore Rugby Club and further honours fell on RO Young when he was selected as the reserve hooker for the Johore State Rugby Team.

## STANDING NAVAL FORCE ATLANTIC (STANAVFORLANT)

by CCY J. V. Smart

Towards the end of 1967 it was decided by the NATO Council in Brussels that the successful 'Matchmaker' exercise squadron should be put on a permanent and operational footing, and in January 1968 the first STANAVFORLANT was brought into being consisting of the Norwegian frigate *Narvik*, American destroyer *Holder*, Netherlands destroyer *Holland* and the British frigate *Brighton* as flagship. The command set up is unusual for the RN in small ships as we have a 'Commodore' of the squadron who

flies his flag normally in the leader, but is not in command, which means he can shift from one ship to another, as he frequently does. The present Commodore is Captain G. C. Mitchell, RN supported by a staff consisting of a Canadian CSO, American SCO, Norwegian ASWO and an English PRO. The staff ratings are all drawn from whichever country provides the Commodore, and usually are drafted for one year, after which the Commodore and staff change to another NATO country.

The squadron was rather thrown in the 'deep end', as only two days after forming up at Portland we proceeded to Londonderry for an 'Oceanex', terrifying a submarine, and some of the staff, enroute. A point which did not go unnoticed was that the squadron needed some form of 'work-up' before plunging into any form of exercise. After a training period and exercising off Derry we left UK and sailed for San Juan, Puerto Rico via the Azores and Bermuda. Until we arrived in Bermuda the weather had been generally appalling, we were by this time quite convinced that a squadron depression followed us around, but after Bermuda the weather improved remarkably (so did the runs ashore . . .), although San Juan was found to be rather expensive. After three weeks there exercising with the US and Canadian units we started to move up the Eastern seaboard of the US, accounts of which you have all read before, but the visits were made even more enjoyable by the enormous interest taken in the squadron, both in the US and Canada.

As the ships normally are a long way from their home national bases maintenance is carried out in



STAFF OF STANAVFORLANT

L-R far left RO2(T) Waters. 2nd left CCY J. V. Smart. 4th left Lt-Cdr. Williams USN. Capt. Mitchell. far right CRS(W) Adams

various ports in the NATO countries visited. Try obtaining TP rolls with a 156 in Norfolk Va . . . Seriously though, we received every support during these periods, which on two occasions was necessary as two ships suffered storm damage and one a tricky engine defect during our stay over there. A word about stores, if you are joining the SNF stock up well, as we have gone quite long periods without any base support.

In mid-May we left Westlant and sailed for Trondheim via Iceland. An extensive programme of exercises and visits was carried out with Norwegian units during which we did an exercise which included HMS *Bulwark*, the first RN ship we had seen for nearly four months. During our time in Norway the squadron changed in composition. All the original squadron left and were relieved by FGN *Bayern*, HNLMS *Zeeland*, USS *Glennon* and HMS *Argonaut*. After a 'breather' in Portsmouth for three weeks the squadron sailed for Portland for a weapon training-cum-work-up for ten days, a first time for our American friends, who thought it was 'one hell of a place', what that meant I am not quite sure . . . Anyway our visit proved to be beneficial, and will probably become a regular occurrence each time there is a squadron change over. After the work-up we visited various ports in Holland and Belgium. While in Antwerp the squadron officers and communications staffs took the opportunity to visit the NATO HQ at Evere, just outside Brussels. An interesting experience, for most of us, it's always interesting to see what 'that lot' ashore do all day.

If you do join the squadron in future years you will find it an interesting experience, there are some 'perks', civvies in most ports, plenty of entertainment laid on, etc. One advantage of being in the squadron is that the programme is normally planned out for a year in advance, and only minor changes occur, which makes a pleasant change from our own. RN ships are usually attached to the squadron for six months, and depending on your luck, you will serve most of it either in the Eastlant or Westlant area. The squadron have managed to visit 24 different ports in 11 different countries up until October, so you can be assured of keeping on the move.

Now for the personality piece. The squadron staff at the moment comprises: CRS(W) 'Bill' Adams, linguist extraordinary, CCY 'Ginger' Smart, jackstay and boat transfer specialist, RO1(T) 'Ginger' Skull, RO2(T) 'Jock' Waters. The remainder of the staff are made up of a Leading Writer, Leading Steward and a Leading Airman (PHOT) for duties with the squadron P.R.O. ALL these ratings as I have mentioned before, are drawn from whichever country provides the Commodore, it looks as if it will not be the RN's turn again for a couple of years when the present staff leave in January. We hope this screed has helped to explain what the squadron does, the need for it can be plainly seen by anyone who had a chance to have a look round the horizon during the last exercise 'Silver Tower' . . . We welcome the first

ship of next years SNF, HMS *Dido* in November and wish them welcome and an interesting time in the New Year.

## HMS TENBY

(DARTMOUTH TRAINING SQUADRON)

by RO1(T) J. A. Ford

Looking back over the last couple of seasons, words from *Tenby* and the Dartmouth Training Squadron have been sadly lacking, so I, quite voluntarily (?) decided to put us back on the map. For anyone liking local foreign service (Guzz) Killick Buntings exempt, this is the draft for them. The staff consists of a CY plus three, RS, LRO(G) plus two and four 'U' rates not forgetting a CCY on the cadets' training staff. Having just completed a six month refit and now in the process of day running prior to a four week work-up at—dare I say it—Portland there is little or nothing of interest to tell the world.

As the WRNS slowly but surely take over all the shore billets more of you lucky lads will join the fleet and if any of you should be so lucky as to get a draft chit to the DTS then forget your fleetwork just swot up on your Power of Command the cadets will do the rest. Short cruises (3 months) are numerous and trips to the 'Med.' are almost the same.

I have just been beaten half to death so have decided to submit and add an original paragraph by mentioning the staff by name begins: Sub-Lieut. Jackson CCY Howell, CY Houston, RO2(T) Claridge, Third and me, RS Daly, LRO(G) Pairman, RO2(G) Brodie, Nash and RO(U) Hamilton, Morris, Payne and last but by no means least JRO (Superduck) Christopher. Ends—and so does the article. All that remains is for me to pass this message:—From communications staff of *Tenby* to Communicators everywhere 'a very Merry Crimbo and a swingin' new year'. Anyone recognising my name is quite welcome to pay me a visit any lunch-time; by the way the 1 in my rate is not a printing error believe it or not.

## HMS TRIUMPH

Strangers to THE COMMUNICATOR we are, but far from the same to the ships who in the past few years have passed through our domain, and thanked us with the signal 'Thank you Mother' and mother being the appropriate word, for we mother them when they come in like children from the Big Bad World, hobble to our side where we respray, refresh and reaccustom them ready once again for roughers.

Communication wise exempt fleet exercises our main task is basically keeping files of signals originated by SPDC(UK) and information to CS Singapore.



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Com1

Our more recent task is that of amphibious lift ship for Exercise 'Shadow', which had our communications department at full stretch, which included the aid given Fleet Pool for which we were grateful. This exercise gave us the opportunity of visiting both New Zealand and Australia in the names of Auckland and Brisbane. This gave us the chance of seeing our VM's in action when surrounded by civilians. They however all gave a very good account of themselves, including 'Merry Middleton' who also gave a different kind of account to the Magistrates Auckland (with reference to loaning cars).

The deception that both the CRS and CCY had been drafted was proven to be false when an invitation (RPC) was received to R/V at the 'Esplanade' position

being (first outside the dockyard gates) which a reply of WMP was sent. A truly dinner time session which ended a few days later.

The staff headed by Sub-Lieut. (SD) E. Singleton. **Sparks:** CRS Chick Henderson, Mo Morris, Merry Middleton, Father Jackson, G., Jim Boddy, Dodger Long (Smoothie), Ossie Oswald, Plum Duff, Sally Sallnow, Tats Attoe, Charlie Chalcraft.

**Bunts:** CCY Stan Severn, Jackso Jackson, T., Tes Cocker, Gordie Stuart, Kev Devine, Frankie Howard, Big Boy Jones.

Any letters to the above will be gladly received, but not answered. However if we do meet in the near future we will ensure to call upon you to convey our personal thanks—around mid-day.

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## COMMISSIONING FORECAST

*Editor's Note:* The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, type, date if known, commitment, (1) UK Base Port, (2) Place of commissioning, Type of service.

<i>Plymouth</i>	..	A/S Frigate, 23rd January. Commission. (1) Devonport. (2) Chatham. GSC Home/East of Suez (FE).
<i>Eskimo</i>	..	GP Frigate, 30th January. Recommission (Phased). (1) (2) Portsmouth. GSC Home/East of Suez (ME).
<i>Galatea</i>	..	GP Frigate, 30th January. Commission (Phased). (1) (2) Portsmouth. GSC Home/East of Suez (FE).
<i>Caprice</i>	..	Destroyer, 6th February. Recommission (Phased). (1) (2) Portsmouth. GSC Home/East of Suez (FE).
<i>Blake</i>	..	Cruiser, 27th February. Commission. (1) (2) Portsmouth. GSC Home/East of Suez (FE)/Home.
<i>Hardy</i>	..	A/S Frigate, 14th March. Trials Crew. 9th May. Commission. (1) Chatham. (2) Gibraltar. HSS Portland Squadron.
<i>Cavalier</i>	..	Destroyer, 27th March. Recommission. (1) (2) Devonport. GSC Home/East of Suez (FE)/Home.
<i>Kellington</i>	..	Minehunter, 20th March. Trials Crew. 17th April. Commission. (1) Rosyth. (2) Chatham, HSS.
<i>Ashanti</i>	..	GP Frigate, 10th April. Trials Crew. 12th June. Commission. (1) Devonport. (2) Portsmouth. GSC Home/East of Suez (ME)/Home.
<i>Glamorgan</i>	..	GMD, 21st April. Recommission (Phased). (1) Devonport. (2) Portsmouth. GSC Home/East of Suez (FE).
<i>Grenville</i>	..	A/S Frigate, 24th April. Recommission. (1) (2) Portsmouth, HSS.
<i>Jupiter</i>	..	GP Frigate, May. Commission. (1) (2) Devonport. GSC Home/East of Suez (FE)/Home.
<i>Bacchante</i>	..	GP Frigate, June. Commission. (1) (2) Portsmouth. GSC Home/West Indies.
<i>Endurance</i>	..	Ice Patrol Ship, June. 50% Recommission. (1) (2) Portsmouth. GSC Home/SASA.
<i>Charybdis</i>	..	GP Frigate, July. Commission. (1) (2) Portsmouth. GSC Home/East of Suez (FE)/Home.
<i>Puma</i>	..	AA Frigate, 17th July. Recommission (Phased). (1) (2) Devonport. GSC Home/East of Suez (FE)/Home.
<i>Hermione</i>	..	GP Frigate, July. Commission. (1) (2) Portsmouth. GSC Home/East of Suez (FE)/Home.
<i>Antrim</i>	..	GMD, August. Commission. (1) (2) Portsmouth. GSC Home/East of Suez (FE)/Home.
<i>Vidal</i>	..	Survey Ship, August. Recommission. (1) (2) Chatham. GSC Persian Gulf and Indian Ocean.
<i>Norfolk</i>	..	GMD, September. Commission. (1) (2) Portsmouth. GSC Home/East of Suez (FE)/Home.
<i>Hydra</i>	..	Survey Ship, September. Recommission. (1) (2) Chatham. FSC East of Suez (FE).
<i>Salisbury</i>	..	A/D Frigate, September. Commission (1) (2) Devonport. GSC Home/East of Suez (FE).



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# COMMUNICATION 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.*

<i>Name</i>	<i>Rank</i>	<i>Whence</i>	<i>Whither</i>
ALLCOCK, J. N. .. ..	Lieutenant (SD)	Mercury	Blake
ASHMORE, E. B., CB, DSC .. ..	Vice-Admiral	FO2FEF	VCNS
BANHAM, A. .. ..	Lieut.-Commander	Glamorgan	AWRG
BARRETT, N. S. D. .. ..	Lieutenant (SD)	RCN Exchange	FO Medway
BINNS, N. J. .. ..	Sub-Lieut. (SD)	Chichester	Hydra
BROOMFIELD, M. A. .. ..	Lieut.-Commander	RCN Exchange	Fearless
CARTER, C. D. .. ..	Lieutenant (SD)	Mercury	Andromeda
CARVER, D. J. .. ..	Lieut.-Commander	Devonshire	RMCS Shrivenham
COBB, R. A. .. ..	Lieutenant (SD)	Eagle	Whitehall W/T
CRADDOCK, J. A. .. ..	Sub-Lieut. (SD)	Aisne	Mercury
CRANDON, A. .. ..	Lieutenant (SD)	Sirius	Dolphin
DAVIES, D. D. .. ..	Lieutenant (SD)	St. Vincent	Goldcrest
DIBBLE, R. K. .. ..	Lieut.-Commander	Hampshire	Mercury
DOBSON, D. .. ..	Lieut.-Comdr. (SD)	Tamar	Mercury
EKINS, J. M. S. .. ..	Lieut.-Commander	Mercury	Keppel (Command)
ELLIS, M. G. M. W. .. ..	Lieut.-Commander	AWRG	Eagle
EVELEGH, M. C. .. ..	Commander	London	CINCFW
FAWCETT, N. F. .. ..	Commander	Zulu (Command)	Mercury (XO)
FEILER, P. R. .. ..	Sub-Lieut. (SD)	Whitehall W/T	Ganges
FINDLAY, J. M. .. ..	Lieut.-Commander	FO2FEF	Mercury
FLOWER, D. W. .. ..	Sub-Lieut. (SD)	Courses	Abdiel
FRANKS, J. T. .. ..	Lieut.-Comdr. (SD)	Warrior	Tamar
FREEMAN, M. J. L. .. ..	Commander	CBNS Washington	Mercury (TC)
GOACHER, M. .. ..	Sub-Lieut. (SD)	Wasperton	Mercury
HEWETT, E. M. G. .. ..	Commander	JSSC	MOD (DCN)
HOLLAND, R. .. ..	Lieutenant (SD)	Goldcrest	Mercury
HOSEGOOD, M. I. .. ..	Lieut.-Commander	O/c RNU Tangmere	ACR
HUDSON, J. T. .. ..	Sub-Lieut. (SD)	Mercury	Whitehall W/T
HUMPHREYS, M. T. .. ..	Sub-Lieut. (SD)	Terror	Minerva
JAY, K. M. .. ..	Lieut.-Commander	DNS	Sirius (1st Lt.)
JESSOP, J. M. .. ..	Commander	Eagle	DNS
KNIGHT, A. E. .. ..	Sub-Lieut. (SD)	Courses	Naiad
KNIGHT, D. D. .. ..	Captain	DDNOR	IDC Course
LANIGAN, A. J. .. ..	Sub-Lieut. (SD)	Courses	Plymouth
LAURENCE, C. A. .. ..	Lieut.-Commander	FOAC	DDOAE
LORAM, D. A., MVO .. ..	Captain	Arethusia (Command)	DDNOT
MACKILLIGIN, W. H. M. .. ..	Commander	Mercury (XO)	Warrior
MORTON, A. S. .. ..	Captain	Terror	SNONI
NICHOLSON, A. .. ..	Commander RAN	RAN	MOD(DNW)
NUGENT, M. A. .. ..	Sub-Lieut. (SD)	Courses	Dido
O'BRIEN, R. .. ..	Lieutenant (SD)	Dolphin	Rooke
PARRY, M. F. .. ..	Commander	Diamond (Command)	DNS
PHILLIPS, M. D. Y. .. ..	Lieutenant (SD)	Dartington	RN Staff Course
POPE, J. E. .. ..	Captain	Eagle (Command)	MOD (as DNS)
PRINCE, P. C. .. ..	Commander	ACDS(OR)	MOD (as DDNS)
REDMOND, W. D. .. ..	Lieut.-Commander	Mauritius	Glamorgan
REED, G. .. ..	Lieutenant (SD)	Mercury	Fulmar
REITH, K. .. ..	Lieutenant (SD)	Ganges	Intrepid
RICHARDS, M. A. H. .. ..	Lieutenant (SD)	Fulmar	HQ SUBMED
ROBINSON, M. A. .. ..	Lieutenant	Mercury	Keppel

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ROBSON, J. J. .. ..	Sub-Lieut. (SD)	Courses	Ulster
SANDEMAN, I. S. .. ..	Lieut.-Commander	ACR	JWE Old Sarum
SANDS, M. .. ..	Commander	DNS	Zulu (Command)
SELLER, D. C. .. ..	Second Officer	President	Mercury
SERGEANT, T. J. W. .. ..	Lieut.-Commander	Eagle	DNS
SHATTOCK, B. K. .. ..	Captain	Bulwark	SOWC
SKITT, N. T. J. .. ..	Lieut.-Commander	ASWE	CND
SOCHAL, P. W., MBE .. ..	Lieutenant (SD)	RN Staff Course	Warrior
SOLLEY, S. G. .. ..	Sub-Lieut. (SD)	Whitehall W/T	Dolphin
STRATTON, G. A. .. ..	Lieutenant (SD)	Mercury	Yarnton
STRAW, H. B. .. ..	Sub-Lieut. (SD)	Courses	Danae
TEARE, K. M. .. ..	Lieut.-Commander	CND	Oi/c RNU Tangmere
THOMPSON, R. A. .. ..	Lieut.-Comdr. (SD)	Terror	DNS
THURSTON, D. M. .. ..	Second Officer	President	CINCWF
TILLEY, A. F. .. ..	Lieut.-Commander	JWE Old Sarum	ASWE
TRUDGETT, R. J. .. ..	Lieut.-Comdr. (SD)	DCC	Namilcom
TUKE, P. J. V. .. ..	Lieut.-Commander	DNW	COMAF
WAUGH, A. A. .. ..	Lieut.-Commander	FO2WF	CINCFE
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Commander W. FITZHERBERT	Lieutenant (SD) W. E. HAWKES
Commander J. F. VAN DEN AREND	Second Officer A. J. M. BOURNE
Lieutenant-Commander R. H. CARR	Second Officer M. J. BURCH
Lieutenant-Commander (SD) R. COOMBER	Sub-Lieutenant (SD) A. M. GORDON
Lieutenant-Commander J. P. DE H. SAUMAREZ	Sub-Lieutenant (SD) A. MACKAY
Sub-Lieutenant (SD) T. D. PICKEN	

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EDWARDS, R. J. 912101  
SAUNDERS, J. N. 865302  
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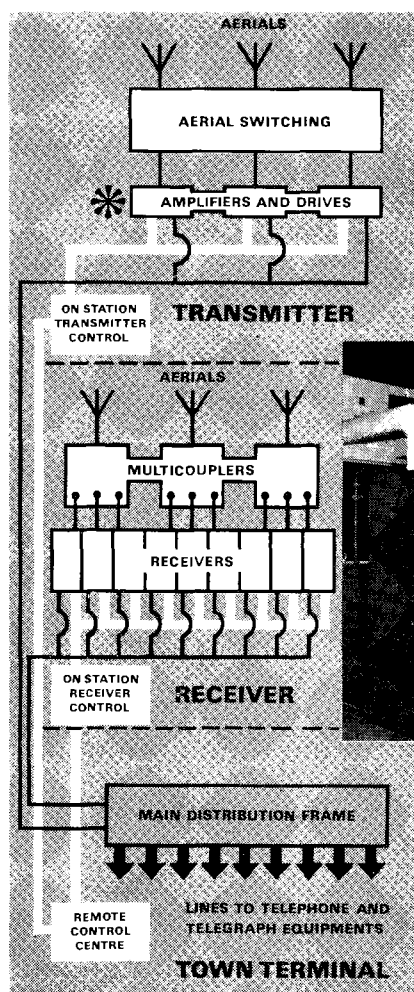
## DRAFTING

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 Easter edition of the magazine. Individuals may write directly to the Editor if they wish. Although every endeavour is made to ensure that the information in this section is correct we ask readers not to treat it as authoritative in the strict sense.

Name	Rate	Whence	Wither
ALDERSON, D. L.	CRS	Fife	Mercury
ALLEN, H. J.	LRO(G)	Mercury	Osprey
ATHEY	RO2(G)	Mercury	Letterston
APPLEBY	LRO(G)	Mercury	Whitehall
ARMITAGE	LRO(G)	Mercury	Whitehall
ALNER	LRO(G)	Mercury	Intrepid
ANDERSON, R. W.	RO2(W)	Mercury	Llandaff
ALLREL	A/LRO(G)	Neptune	Eagle
ADAM	RO1(G)	Drake	Eagle
ADAMS	LRO(G)	Whitehall	Release
ALLEN	RO2(T)	Warrior	Galatea
BRAWN	RO2	Danae	Mercury
BROWNE	RO2(G)	Osprey	Intrepid
BROWN, T.	RO2(W)	Mercury	Chicheste
BROWN, R. W.	LRO(G)	Mercury	Intrepid
BRETT, G. E.	RO1(G)	Warrior	Eagle
BRADY	A/LRO(T)	Bellerophon	Galatea
BOWE	A/LRO(T)	Mercury	Mohawk
BROWN, J. T.	RO2(T)	Bellerophon	Eagle
BLACK	RO1(G)	Dolphin	Blake
BOON	CRS	FO2 WF	Whitehall
BURNETT	RS	Fulmar	Eagle
BASSAGE	LRO(G)	Ganges	Mercury
BEE	A/RS	Mercury	Mauritius
BUNN	RO2(W)	Mercury	Blake
BURKE	RO2(G)	Cochrane	Sirius
BALL	RO2	Bulwark	Mercury
BROWN, R. G.	RO2(G)	Mercury	Wootton
BARTLETT	CCY	Drake	Galatea
BUTTERWORTH	LRO(G)	FOST	Troubridge
BROWN, G. A.	RO2(G)	FOST	Dido
BROWNE, J. W.	RO2(G)	FOST	Intrepid
BISHOP	RO2(T)	FOST	Fife
BURT	RO2(W)	FOST	Dolphin
BROOK, R.	A/RS(W)	Whitehall	Phoebe
BARNWELL, A. M.	RO2(T)	Whitehall	Plymouth
CHAMPION	RO2	Falmouth	Mercury
CARVELI	RO2	Mercury	Intrepid
CASSIDY	RO2	Arethusa	Mercury
CAIRNS	RO2	Pellew	Mercury
CAPPS	RO2(T)	Aisne	Mercury
CUDMORE	A/LRO(G)	Warrior	Albion
COULTER	A/RS	Drake	Albion
CHEYNE	RO2(T)	Cochrane	Brereton
CROWE, A. E.	RO1(G)	Mercury	Bacchante
CHARRINGTON	RO2(T)	Osprey	Eagle
CLIFFORD	RO2(T)	Mercury	Galatea
CRAIG	RO2(G)	Osprey	Eagle
CLARKE, J.	LRO(T)	Whitehall	Hardy
COOPER	A/RS(W)	Whitehall	Sirius
CAULTON	RO2(G)	Osprey	Hardy
CAVANAGH	RO2	Mercury	Osprey
CURRAN	LRO(T)	Cochrane	Blake
COATES	RO2(T)	Cochrane	Sirius
COLLINS	RO2	Chichester	Mercury
COTTLE	RO2(G)	Cochrane	Eagle
COOK, J. H.	RS	Whitehall	Sirius
CROCKER	RO2(W)	Whitehall	Phoebe
CHASTON, D. M.	LRO	Whitehall	Torquay
CROXALL, D. A.	RO2(W)	Whitehall	Terror
COLLINS, R. C.	A/LRO(G)	Whitehall	Mercury
DURRANS	A/RS(W)	Drake	Andromeda
DODMAN	RO2(T)	Devonshire	Mercury
DOLBY	RO2(G)	Warrior	Eagle
DUMBRILL	A/LRO(T)	Victory	Blake
DYER	RO2	Undaunted	Mercury
DODDY	RS	Mercury	Pellew
DEWARDS	CCY	Nubian	Mercury
DAVIES	RO2(G)	FOST	Terror
DODD	RO2(G)	FOST	Albion
DWYER	LRO(G)	FOST	Jufair
DAY, R. C.	RS	Whitehall	Release
ELDRIDGE	A/LRO(T)	Whitehall	Eagle
EVANS	A/RS	President	Eagle
ELLIS	LRO(G)	FOST	Fife
EDGE, J. W.	CRS	Whitehall	Tamar
FORD	RO2	Brighton	Mercury
FRY	RO2	Galatea	Mercury
FULLBROOK	RO2(W)	Mercury	Terror
FROUD	RO2(W)	Mercury	Terror

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- Greater return on investment

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# STC

Name	Rate	Whence	Whither
FLYNN .. .. .	RO2	Bulwark	Mercury
FOSBERRY .. .. .	RO2	Sirius	Mercury
FAIRBAIRN .. .. .	RO2	Mercury	Terror
FOSTER .. .. .	RO2(G)	Aisne	Mercury
FODEN .. .. .	LRO(W)	Whitehall	Andromeda
FRANCIS .. .. .	RO1(T)	Albion	Mercury
FIELD .. .. .	LRO(T)	Mercury	Whitehall
FOX, A. .. .. .	RS	Mercury	Terror
FITZGERALD .. .. .	RO2(G)	Mercury	Fife
FISHER .. .. .	RO2(W)	Osprey	Sirius
FITTON .. .. .	RO2(W)	Whitehall	Eagle
FRITH .. .. .	ALRO(T)	FOST	Fife
FOX .. .. .	RO2(W)	FOST	Galatea
FOX, P. .. .. .	RO2	Whitehall	Minerva
FISHER, T. . . . .	RS	Whitehall	Terror
GORMAN .. .. .	RO1(G)	Whitehall	Albion
GRINDLEY .. .. .	RS	Mercury	FO2 WF
GREENSIDES .. .. .	LRO(W)	Aisne	Mercury
GREIG .. .. .	RO2(G)	Osprey	Plymouth
GRAY .. .. .	A/CY	Cochrane	Eagle
GRATTON .. .. .	RO2(G)	Mercury	Galatea
GREEN .. .. .	RO3(T)	President	Eagle
GIBSON .. .. .	RO2(G)	Cochrane	Layburne
GILROY .. .. .	LRO(W)	Eagle	Mercury
GILL .. .. .	RO2	Mercury	Dolphin
GUTTERIDGE .. .. .	RO2(W)	Eagle	Mercury
GAULTON .. .. .	RO2(G)	Osprey	Hardy
GOLDSMITH .. .. .	RO2	Mercury	Pembroke
GRAHAM .. .. .	RO2	Mercury	CINC Portsmouth
GOWER .. .. .	RO2	Mercury	Whitehall
GIBBS .. .. .	RO2(T)	FOST	Forth
GOOCH .. .. .	RO2(G)	Whitehall	Release
GRAHAM, F. L. . . . .	RO1(G)	Whitehall	Plymouth
HAMILTON .. .. .	RO2	Mercury	Chawton
HUBBARD .. .. .	A/LRO(W)	Mercury	Euryalus
HEWITT .. .. .	RO2	Mercury	Terror
HOPPERTON .. .. .	LRO(G)	Phoebe	Mercury
HALL .. .. .	RS	Mercury	Cavalier
HARROWSMITH .. .. .	RO2	Galatea	Mercury
HOGG .. .. .	RO2(W)	Cochrane	Andromeda
HARSTON .. .. .	RO2	Malcolm	Mercury
HILLEN .. .. .	RO2(W)	Osprey	Andromeda
HOWIESON .. .. .	RS(W)	Mercury	Sea Eagle
HOBLEY .. .. .	A/RS(W)	Devonshire	Mercury
HARTLEY .. .. .	RO2	Mercury	Dolphin
HOWE .. .. .	RO2(T)	Dolphin	Eagle
HANNARD .. .. .	RO2(G)	Forest Moor	Galatea
HOWELL .. .. .	RO2(G)	Warrior	Eagle
HEATH .. .. .	RO2(T)	President	Eagle
HARRISON .. .. .	RO2(W)	Mercury	Fife
HODGSON .. .. .	RO2	Mercury	Forth
HUGHES .. .. .	RO2	Mercury	Lochinvar
HUNT .. .. .	RO1(T)	Warrior	Sirius
HOLLINGTON-SAWYER .. .. .	RO1(W)	Mercury	Blake
HOUSTON .. .. .	RS	Whitehall	Mercury
HOLLIS .. .. .	RS	Whitehall	Diana
HARDY .. .. .	LRO(G)	Whitehall	Simbang
HALL .. .. .	RO2(G)	Whitehall	Terror
HILTON .. .. .	RO2(G)	Whitehall	St Angelo
HAIN .. .. .	RO2(T)	FOST	Jufair
HILLEN .. .. .	RO2(W)	FOST	Andromeda
ILOTT .. .. .	RO2	Eskimo	Mercury
IZZARD .. .. .	CCY	Devonshire	Mercury
JONES, D. J. . . . .	A/LRO(G)	Drake	Mercury
JACK .. .. .	RO1(T)	Osprey	Albion
JEFFRIES .. .. .	RO2(T)	Warrior	Brinton
JECKELL .. .. .	RO2	Aisne	Mercury
JONES, S. G. . . . .	RO2	Grafton	Mercury
JONES, A. S. . . . .	A/LRO(G)	Mercury	Mauritius
JONES, B. . . . .	RS	Mauritius	Victory
JAMES .. .. .	RS	Albion	Mercury
JONES, P. R. C. . . . .	LRO	Whitehall	Cleopatra
KERSEY .. .. .	LRO(G)	Osprey	Houghton
KEARSEY .. .. .	RO2	Troubridge	Mercury
KERR .. .. .	RO2	Phoebe	Mercury
KIMBER .. .. .	RO2(G)	Daring	Mercury
KIMM .. .. .	RO2	Mercury	Drake
KEATLEY .. .. .	RO2(G)	Whitehall	Release
KENNEY .. .. .	RO2	Whitehall	Mauritius
LYNCH, G. P. . . . .	A/LRO(W)	Mercury	Chichester
LEE .. .. .	LRO(G)	Dolphin	Mercury
LEGG .. .. .	RO2(W)	Drake	Sirius
LAWSON-BARNES .. .. .	RO2	Mercury	Blake
LEWIS .. .. .	RO2(G)	Drake	Intrepid
LEWIS, P. J. . . . .	LRO(G)	Whitehall	Cambrian
LANGRIDGE .. .. .	RO3(T)	Whitehall	Tamar
MCCARTHY .. .. .	RO2	Mercury	Fulmar
MCGOVERN .. .. .	RO2	Mercury	Cochrane
MCGIVERN .. .. .	RO2(T)	Lochinvar	Galatea
MACKAY .. .. .	LRO(T)	Fulmar	Galatea
MOWBRAY .. .. .	RO2(G)	Rapid	Eagle

Name	Rate	Whence	Whither
MUGGERIDGE .. .. .	CRS(W)	Mercury	Eagle
MASON .. .. .	LRO(W)	Tamar	Mercury
MORRIS .. .. .	RO2	Mercury	Dolphin
MOSELEY .. .. .	RO2(W)	Mercury	Tamar
MATTHEWS .. .. .	RO2(G)	Bellerophon	Sirius
MANNING .. .. .	RO2	Mercury	Terror
MORRIS .. .. .	RO2(G)	FOST	Kedleston
MADDISON .. .. .	A/RS	FOST	Intrepid
MERCER, A. .. .. .	RO2(W)	Whitehall	Terror
McCLEOD .. .. .	RO2(W)	Whitehall	Terror
MURPHY .. .. .	A/LRO	Whitehall	Intrepid
NORRIS .. .. .	RO2	Chichester	Mercury
NORTH .. .. .	RO2	Brighton	Mercury
NICOLLE .. .. .	RO2(W)	Mercury	Sirius
NASH .. .. .	RO2(T)	Warrior	Hubberston
NEWETT .. .. .	RO2(W)	FOST	Minerva
O'KELLY .. .. .	RO2	Mercury	Hardy
O'TOLLE .. .. .	RO2	Mercury	Minerva
OWIN .. .. .	RO2(W)	Whitehall	Phoebe
PLAISTER .. .. .	RO2	Mercury	Maxton
PELLEGRINE .. .. .	RO2(W)	Mercury	Terror
PAGE .. .. .	RO2	Kent	Mercury
POOLEY .. .. .	RO2	Mercury	Euryalus
PARSONS .. .. .	RO2	Phoebe	Mercury
PALMER .. .. .	RO2	Mercury	Cleopatra
PITT .. .. .	LRO(G)	Whitehall	Mercury
PATERSON .. .. .	RO2(G)	Mercury	Cochrane
PATOURIEL .. .. .	CY	Royal Yacht	Mercury
PETCH .. .. .	RO1(T)	Eagle	Mercury
PARK .. .. .	LRO(T)	FOST	Chawton
PARRY .. .. .	CY	Whitehall	Malta Commcen
POTTON .. .. .	LRO	Whitehall	Terror
PARRY .. .. .	RO2	Whitehall	Leverton
ROWLANDS .. .. .	RO2(T)	Mercury	Eagle
ROBINSON .. .. .	CY	Mercury	Intrepid
REES .. .. .	RO2(W)	Mercury	Tamar
ROBERTS .. .. .	RO2	Mercury	Devonshire
ROGERS .. .. .	A/RS	Mercury	Bacchante
RANDLE .. .. .	LRO(W)	Mercury	Mauritius
ROSE .. .. .	RS(W)	President	Galatea
REVERT .. .. .	LRO(T)	Victory	Eagle
REMEDIOS .. .. .	RO2(W)	Mercury	Fife
RANDELL .. .. .	CRS	Fulmar	Mercury
RICHFORD .. .. .	RO2(T)	Cochrane	Sirius
RUDD .. .. .	LRO(G)	Albion	Mercury
RICHARDSON, A. J. .. .. .	RO2	Whitehall	Beachampton
RICHARDS .. .. .	RO2	Whitehall	Beachampton
SHORTEN .. .. .	RO2	Devonshire	Mercury
SUTHERLAND .. .. .	RO2(G)	Cochrane	Eagle
STOKES .. .. .	RO1(G)	Warrior	Eagle
SKEEN .. .. .	LRO(G)	Osprey	Eagle
STEWART .. .. .	RO2(T)	Neptune	Eagle
SMITH, J. J. .. .. .	RO2(W)	President	Galatea
SYLVESTER .. .. .	CY	Drake	Plymouth
SPALDING .. .. .	LRO(W)	Warrior	Blake
SANDERS .. .. .	CRS(W)	FOST	Hampshire
SIMPSON .. .. .	LRO(G)	FOST	Intrepid
STREET .. .. .	CY	Whitehall	Sussex RNR
SILLS .. .. .	RO2	Whitehall	Release
SMITH .. .. .	CCY	Whitehall	Release
SCAIFE .. .. .	LRO	Whitehall	Mauritius
SAWYER .. .. .	CRS(W)	Whitehall	Release
SMITH, D. S. .. .. .	RO2(G)	Whitehall	Terror
TINNEY .. .. .	RO2(T)	Mercury	Blake
TEED .. .. .	RO2	Phoebe	Mercury
TOMLINSON .. .. .	A/LRO(G)	Warrior	Andromeda
TOLLEY .. .. .	RO2(T)	Devonshire	Mercury
THOMPSON .. .. .	RO2	Mercury	Cochrane
TURNER .. .. .	LRO(G)	FOST	Terror
VINCENT .. .. .	RS	Mercury	Fulmar
VICKERS .. .. .	LRO(G)	Victory	Eagle
UNDERWOOD .. .. .	RO1(G)	FOST	Minerva
WINCHESTER .. .. .	RO2(T)	Tartar	Mercury
WOOD .. .. .	RO2(W)	President	Eagle
WEBB .. .. .	A/RS	President	Eagle
WILLIAMS .. .. .	RO2	Juno	Mercury
WOODWORTH .. .. .	RO2	Mercury	Neptune
WHEELER .. .. .	LRO(G)	Dido	Mercury
WARRENDER .. .. .	RO2	Mercury	Pembroke
WATSON .. .. .	RO2(W)	FOST	Sirius
WELCH .. .. .	LRO(G)	FOST	St. Angelo
WILLIAMS .. .. .	RO1(T)	FOST	Minerva
WOODWARD .. .. .	RO2(T)	FOST	Eagle
WARBERTON .. .. .	RO1(G)	Whitehall	St. Angelo
WILLIAMS .. .. .	RO2(T)	Whitehall	Andromeda
WOOD, P. K. .. .. .	A/RS	Whitehall	Blake
WILKINSON .. .. .	A/CY	Whitehall	Nubian
YEOMAN .. .. .	RO2	Torquay	Mercury
YOUNG .. .. .	RO2	Mercury	Terror
ZAWADA .. .. .	RO2	Ulster	Mercury

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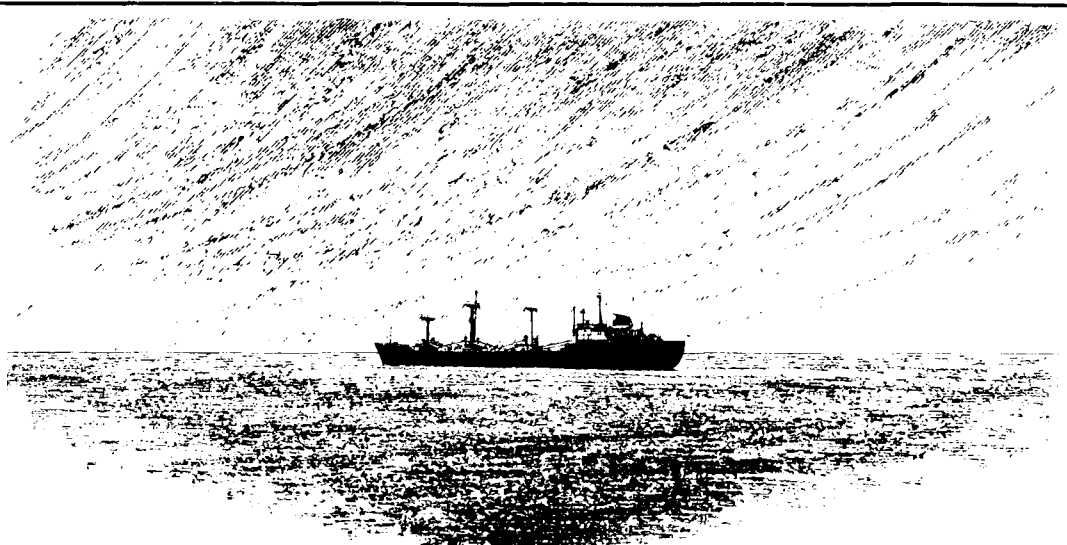
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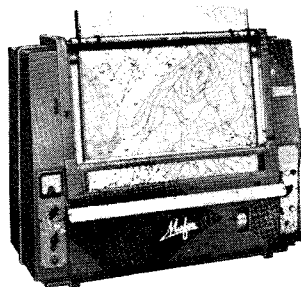
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