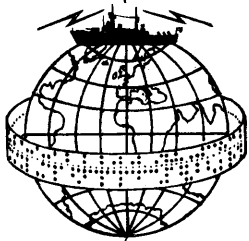


THE COMMUNICATOR



VOL 19 - No. 6 WINTER 1969

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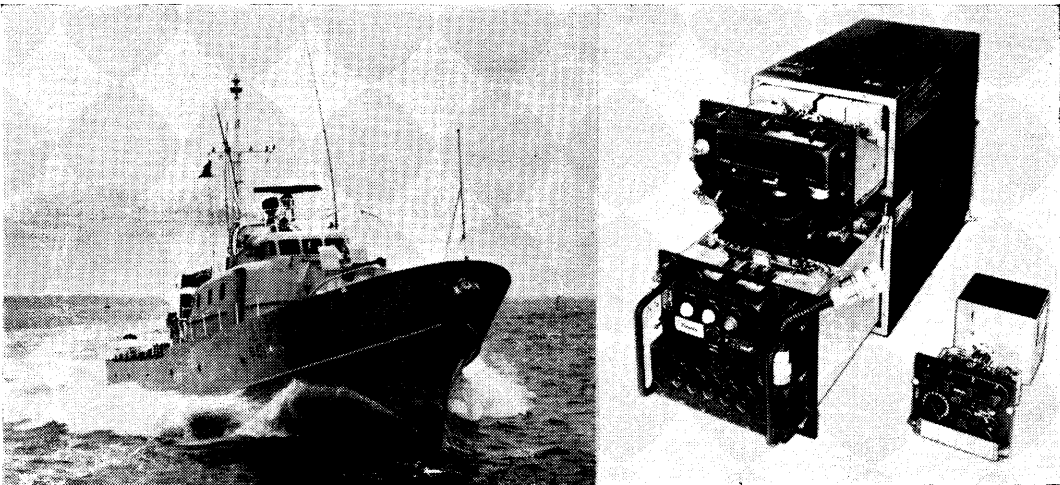
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THE COMMUNICATOR

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

WINTER 1969

VOL. 19, No. 6

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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 Spring 1970 edition must be in the editor's hands by 1st March 1970, and bulk orders by 10th March 1970.**

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

Apologies to:

Lieutenant C. H. Walklett; CRS Jordan; CRS Hilder; author of 'American Interlude'; Lieutenant-Commander G. M. Timpson; Wrens Griffiths and Ingram; Sub-Lieutenant Hudson . . . whose articles have not been included due to lack of space. They will be considered for inclusion in the next edition.

PUBLISHED AT HMS "MERCURY"

VISIT OF ADMIRALTY BOARD TO HMS 'MERCURY' OCTOBER 30, 1969



Back Row (l to r) Captain Sir Peter Anson (Captain, HMS 'Mercury'), R. J. Penney, Esq (Assistant Under-Secretary of State, Naval Staff), S. Redman, Esq (Deputy Under-Secretary of State, Naval), Vice-Admiral E. B. Ashmore (Vice Chief Naval Staff), B. W. Lythall, Esq (Chief Scientist, Royal Navy), Commander N. F. Fawcett (Executive Officer, HMS 'Mercury')

Front Row (l to r) Admiral Sir Horace Rochfort Law (Controller of the Navy), Admiral Sir Michael Le Fanu (Chief of the Naval Staff and First Sea Lord), Dr David A. L. Owen, MP (Parliamentary Under-Secretary of State for Defence for the Royal Navy), Admiral Sir Frank Twiss (Chief of Naval Personnel and Second Sea Lord), Vice-Admiral A. F. Turner (Chief of Fleet Support)

EDITORIAL

TO ABOLISH OR NOT TO ABOLISH —THAT WAS THE QUESTION

From time to time criticisms are made about the contents of *THE COMMUNICATOR*. It is, of course, right and proper to do so and every endeavour is made to follow them up and take remedial action when this is considered appropriate. Recently a slightly different kind of criticism was made by a few senior Communicators. They suggested that, as the 'feed-back' from ratings of the Communication Branch indicated that they did not want the magazine; and that, as it served no useful purposes, it ought to be abolished.

In order to ascertain whether or not Communicators wanted their magazine, the editor and the treasurer decided to seek the opinion of a good cross-section of those serving in *HMS Mercury*. They spoke to 27 ratings comprising 4 CPOs, 7 POs, 5 LROs, 8 RO2s, 1 JRO and 2 Wrens. The question put to each was:

'I (the editor) am not quite happy about the shape of *THE COMMUNICATOR* at the present time, but what would you say if it was decided to abolish it?'

The editor and treasurer anticipated a 50/50 verdict and this would seem reasonable. The result — a 100% rejection of any suggestion or decision to abolish the magazine. This is clearly a very heartening and healthy sign of the well-being of the Branch vis-à-vis its magazine.

WHAT IS THE PURPOSE OF YOUR MAGAZINE

This surely is: to record, to interest, to amuse, and even to instruct; and to confine itself to people and events directly connected with the Communication Branch. It is also designed to lay the foundation of a wider association of Communicators and their confederates.

To this end, your editor considers the magazine has, and continues, to succeed. But he also considers that he must do better by getting the mixture right in order to record, interest and amuse to a higher degree!

★ ★ ★ ★ ★

THE QUIET VISIT

Eight members of the Admiralty Board visited *HMS Mercury* on October 30. On the surface, no fuss, no bother. Underneath, the well-tries organisational ability of the Communication Branch—as smooth as silk. It was also very very nice having them.

COMMUNICATION BRANCH MATTERS

By the Staff Officer Ratings Training

The DCI (857/69) announcing changes in the training pattern for communication ratings was published in July. Unfortunately this was too late for the information to be included in the Summer edition of *THE COMMUNICATOR*. However, it is considered worthwhile to give a summary of these

changes in this edition together with other news of training and advancement which is of interest to the Branch as a whole. The revised training pattern is a result of investigations currently being carried out by the Ministry of Defence, Navy into the training and employment of the Communication Branch. These investigations are not yet complete but the Admiralty Board have decided that some changes should be introduced to overcome immediate difficulties. The main two changes are highlighted below.

MAIN CHANGE 1—SELECTION FOR SUB-SPECIALISATION EARLIER IN NEW ENTRY TRAINING

Hitherto, new entries have been selected for sub-specialisation at the end of their training at *HMS Mercury*. In future, they will be selected at the 22nd week and then devote much of the next 5 weeks to sub-specialist training, the remainder being spent on common skills. The new entry course has been cut by 2 weeks, because of a reduction in 'opposite subjects' instruction, to an overall course length of 27 weeks. Ratings will be drafted to sea on completion of their training as either JRO/RO3 (G), (T) or (W). The first ratings trained under this scheme will be joining the fleet by the end of this year.

The rules for advancement to RO2 (G), (T) and (W) remain the same except that there will be changes in the examination. At the time this article was drafted a DCI(RN) announcing the revised able rate examination was under consideration. In essence it will mean that the professional qualifications for advancement to the RO2 level will consist of practical skills, certificates of competency and oral examinations in subjects appropriate to a rating's sub-specialisation. Full details of subjects to be included in the examination, standards of knowledge and passing percentages will be contained in the new Communication Training Manual. (See details below.)

In order to keep ratings prepared for this examination, refresher courses will be held at *HMS Mercury*, STC Devonport and STC Kranji. The course will be of 2 weeks' duration and will include the examination. The dates of these courses will be given in the DCI(RN) announcing the revised examinations and it will be up to ships to arrange direct with *HMS Mercury* or one of the STCs for their ratings to undergo this course. It is in the interest of RO3s to work for, and pass, this examination as soon as they possibly can because failure to pass by the time they are due to be rated RO2 will result in a delay in being advanced with subsequent disadvantages.

MAIN CHANGE 2—ABOLITION OF SUB-SPECIALIST COURSES AND THE INTRODUCTION OF LEADING RATE COURSES

The last sub-specialist course completed in *HMS Mercury* in October. All JROs, RO3s and RO2s selected for sub-specialisation but who have not

done the course have been made sub-specialists by the addition of the necessary suffix after their rate.

This means of course that a number of ratings will not receive any formal sub-specialist training at HMS *Mercury* until they are selected for a leading rate course. However, with the abolition of sub-specialist courses, ratings will find a better chance to improve their skills at sea because it will no longer be necessary to withdraw them from ships after approximately 6 months in the able rate.

The first leading rate courses will start in January, 1970. They will be held at HMS *Mercury* and their duration will be; LRO(G) and (W)—13 weeks and LRO(T)—10 weeks. Selection for the course will be done from a roster which, initially, will be created by a points system based on a ratings last dormant merit points. In addition, highly recommended and younger ratings will receive special roster points. Therefore, subject to drafting requirements, the most highly recommended ratings will be given courses ahead of the others. The course roster will eventually revert to a normal basic date system.

Applications for the Fleet Board examination to qualify for LRO will be accepted up until December 31, 1969. This method of qualifying for LRO will cease once the Fleet Boards for these applicants have been completed. To cater for those who are unable to get a course for some time, the provisional method of examination for LRO will be introduced next year on the same lines as for petty officer. Success will enable a man to be rated RO1, and subsequently A/LRO, but he will be required to complete successfully an LRO (Q) course before he can be confirmed.

The introduction of the leading rate courses is a result of the shortcomings associated with the Fleet Board method. The failure rate has been high. Investigations have shown that this has resulted from inadequate facilities and time for ratings in ships to prepare themselves. In addition, the Fleet Board method does little to prepare a rating to fulfil the function of a junior supervisor in frigate type ships.

LEADERSHIP TRAINING FOR LEADING RATES

A good deal of thought has recently been given to the problem of leadership training for leading rates. There are several ways of implementing this essential form of training, and of the numerous possibilities, two emerge as likely methods. One was to set up a leadership training section within HMS *Mercury*, and the other to make use of those establishments who already conduct this training. A closer look at the suggestion of providing leadership training within *Mercury* showed that it is not a viable proposition, and one of the reasons is that the only time ratings could do the course would be at the same time as qualifying for the leading rate. This means that ratings, on average, would do the course approximately 18 months before being rated. Clearly there is a disadvantage with this method as it could be quite a long time before they would be able to make use of the

training. It has, therefore, been decided to adopt the second method whereby all acting leading rates undergo the course at one of the establishments that provide leadership courses. It will, however, be up to ships and establishments to release ratings as soon as possible after being rated acting leading hand. Full details of these courses can be found in current DCIs.

NEW COMMUNICATION TRAINING MANUAL

BR 1792, Communication Training Manual has been revised and will be promulgated early in 1970. In its new form as RNCP 15, there are considerable changes and all communication ratings are advised to read it. It is not just a re-write of BR 1792. It will be seen that a number of pages at the beginning of the book are devoted to defining the capabilities of ratings in each sub-specialisation, that is, Job Definitions. What are these job definitions? They lay down all the main requirements for a man to do his job and thus ensure he is taught those things which he actually requires to be able to do.

This enables a more realistic syllabus to be produced and more time devoted to the essential subjects. It also provides those officers and ratings outside the Branch with a clear picture of the abilities of Communicators. A job definition for each rating of each sub-specialisation has been produced and a close look at these, together with the standards of knowledge tables, will reveal the following two salient points:

1. *RO2s (T) and (W):*

Will, in future, learn the procedure aspects of AT either by PCT before being drafted to a shore station or during their leading rate's course.

2. *LROs (W), (Q) and RSs (W), (Q):*

Have had the CST content of their courses reduced to the minimum amount necessary to enable them to carry out the duty of the senior communication rating in harbour.

MANAGEMENT TRAINING

Another item which will be included in higher rate courses from January 1, 1970, is 'Management Training'. The LRO (Q) syllabus will include 2 sessions covering the broad principles of management and PO (Q) 6 sessions. The instruction will be given by chief petty officers or petty officers who will have attended courses at Portsmouth School of Management and Work Study. This training is not the same as that given to senior rates during a management PCT. The PCT week is devoted specifically to communication management, whereas the qualifying course content will be the techniques of management in broader terms.

SPECIAL FOR THOSE RATINGS WHO BECOME RO2 (G), (T) or (W) WITHOUT ANY FORMAL SPECIALIST TRAINING

The introduction of the revised training pattern has enabled a number of ratings to become RO2 (G),

(T) or (W) without any formal specialist training. This point was appreciated and accepted when the scheme was being formulated. However, in the interests of the Service and the ratings themselves, it is important that every effort be made to provide some form of specialist training. It is realised that this may be difficult in some ships and in view of this, signal officers and senior rates are strongly advised to make use of the refresher courses referred to earlier in this article. Although the course has been designed for RO3s prior to the examination for RO2, any RO2 who has not received any specialist training would benefit by it. If any RO2 who has not done a specialist course can be spared arrangements should be made for him to do one of these courses either at HMS *Mercury*, STC Devonport or STC Kranji.

FINALLY

Earlier in this article reference was made to investigations into the training and employment of communication ratings. They are not yet complete and, therefore, little can be said at this stage. These investigations cover a wide field and no conclusions have yet been reached. However, a number of ratings have expressed a desire for more information on Communication Branch matters and, consequently, every effort will be made to produce an article on this subject in future editions of THE COMMUNICATOR.

DRAFTING NOTES

by the Communications Drafting Officer

It is felt that a word from CND may be of interest in THE COMMUNICATOR from time to time. It will be complementary to the regular Drafty's Corner in the NAVY NEWS though of course slanted to your interests as Communicators.

With the exception of the Signal School, Commcen Whitehall and one or two other large centres, Communicators are spread fairly thinly in almost every naval activity ashore and afloat around the world, and in some army ones too. It is our job, here in Haslemere, to do the spreading. The Ministry of Defence decides the billets and what rate should fill them. We draft the men to fill these billets according to a set of rules taking into account as many of your individual wishes that it is possible to do. Within the Submarine Service drafting is done by the FO Submarines.

Our office is manned by two officers and six writer ratings. Besides drafting you Communicators this team is also responsible for all medical ratings. There is no particular reason for this other than that the total of the two branches comes to about 6,000 men, a suitable number for such a staff to handle. Many others, naval and civilian, are also involved in the drafting process. Here are some items that may be of current interest:

LRO Courses

The new LRO courses start in January 1970. A number of men still have outstanding S442 recom-

mendations for Fleet Board. Application for examinations by this method will not be accepted after the end of this year. It is hoped that these men will be examined at an early date so that Fleet Boards can cease in the New Year. Candidates for the LRO courses are selected from those who have been recommended on Form S1303a (DCI(RN)857/69 para 5 d) and not, please note, from those recommended on Form S442.

Removal of Temporary Manning Standards

Until recently there has been a Temporary Manning Standard applied in the (G) and (W) sub-specialisations. This has now been gradually removed. Ships recently commissioned were drafted a full complement. Ships commissioned for GSC or FSC before August 1969 in which a TMS is still applied will remain in this state until recommissioned. Those ships on running commissions and shore stations where applicable are being dealt with progressively taking account of accommodation being available for the extra men. Because there is still a shortage of LROs(W), billets for this rate will often be filled by ROs(W) for some time yet.

Volunteers for Submarines

Drafty endeavours to please you. You may not always think so but he does. To help him to do so he needs useful drafting preference cards and/or requests. All pertinent information is useful to him and may therefore help you. This is particularly true for special dates (eg, expected confinement, wedding dates, etc) and for area preferences when there are any special factors. When there is doubt let me know on a B45 or B45(b) and give as much notice as possible.

Move to Fort Rowner

In 1970 CND is programmed to move to Fort Rowner in Gosport. This will enable him to make use of the computer being built there for pay and records. Drafting practice and methods will be essentially the same as before but the data available to drafting will be increasingly more comprehensive. The computer cannot draft; it will, though, help me and my staff to do so.

NATO NAVAL COMMUNICATIONS COMPETITION

by the Staff Officer Ratings' Training

The Royal Navy has participated in this competition since its inception in 1963. The event is held in a different NATO country each year and its aim is to increase efficiency, exchange views on training systems, foster friendship and promote a greater understanding of each other's problems and, finally, to recognise personal and team achievements. The competition is designed to test the practical operating skills in radio telegraph reception, radio telegraph transmission, teletype transmission and flashing light reception,

It is open to all communication ratings of leading rate and below with less than 6 years of military service with the exception that individual champions of previous competitions are not eligible to compete again in the same test. Individual and team events are rewarded with cups.

National Preliminary Competition

In the past, only those ratings either in, or due to be in, a home sea or home port service billet at the time of the competition, have been permitted to volunteer. This severe limitation has resulted in a very small number of ratings entering the national preliminary competition which was held to select 8 ratings to undergo advanced training in HMS *Mercury*.

In view of the small numbers entering the preliminary competition it has been proposed that the restrictions be lifted to allow all communication ratings, who are eligible within the competition rules, to enter. At the time of going to press, a DCI(RN) is awaited announcing the introduction of a national preliminary competition on a world-wide basis. This preliminary competition will be held towards the end of the year to select the 8 ratings (2 for each skill) to undergo 6 weeks' advanced training in HMS *Mercury* the following March. The exact date of commencement of training will depend on the date of the NATO competition which is normally held in May. Outline rules for the national competition are given below and complete details will be contained in the DCI(RN).

Outline Rules for the National Preliminary Competition

Test messages are being forwarded to all Fleet and Command SCOs and copies of the completed exercises are to be sent to HMS *Mercury* for marking. Each exercise will be of 20 minutes' duration and speeds are as follows:

- Morse Reception25 wpm
To be conducted on area morse broadcast.
- Morse Transmission.....25 wpm
Candidates transmit test messages into tape recorders.
- Teletypewriter Transmission20 wpm
As for TTX.
- Flashing Light Reception12 wpm
Exercises will be conducted at Singapore, Hong Kong, HMS *Mercury*, STC Devonport, Portland and as arranged by C-in-C WF.

On arrival in *Mercury* the team selected for advanced training will receive every possible assistance to perfect their skills and will be given priority regarding instructions and facilities. In future, training will be carried out in one of the new training blocks under the control of an officer and a CRS. The team managers are being selected well in advance so that they can make all the arrangements necessary to ensure that maximum benefit is obtained from the training. The four ratings nominated to represent the Royal Navy will be selected a few days prior to the team leaving the country to participate in the competition.

The actual competition lasts one week and in 1970 it is being held in Belgium. The competition week is not, of course, all work, the host country usually arranges an impressive social programme. With an increased emphasis on this competition it is hoped to produce a team which will show that the Royal Navy is in the forefront in communication skills. All signal officers, officers and senior rates are urged to give their support and encourage eligible ratings to enter the national competition.

AIM

To train our team to win the NATO Naval Communications Competition 1970



NATO NAVAL COMMUNICATIONS COMPETITION—1969

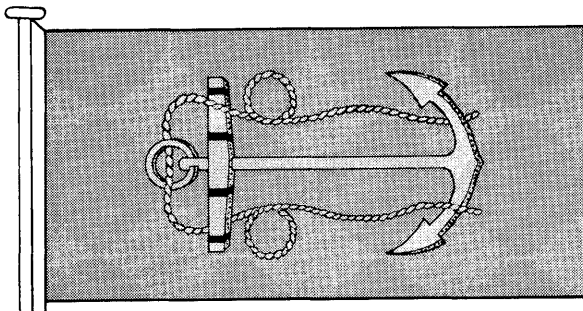
Trainers and competitors in the 1969 competition held near Amsterdam and which was won by Italy (overall winners). The RN team comprised Lieut Brogan (far right) team manager, CRS Jordan, team trainer (3rd from left back row) and RO2s Hamm, McBain, Ingham and Thelphs (lower left)

INFORMAL VISIT OF MEMBERS OF THE ADMIRALTY BOARD TO HMS 'MERCURY'

by the Editor

HMS *Mercury* was the scene of a one day visit by the members of the Admiralty Board whose photographs and career details are published on the centre pages. Operation 'Brood In' as the visit became known was an informal gathering to discuss naval matters in the quiet of the countryside.

On this page is an illustration, and some notes, of the flag hitherto known as the Admiralty Flag and now called the flag of the Lord High Admiral. I have included these details because of the great historical background and the changed circumstances in the ceremonial usage of this flag.



Flag of the Lord High Admiral

SOME NOTES ON THE ADMIRALTY FLAG

The Admiralty Flag appears to have originated as a purely ornamental flag displaying the official badge of the Lord High Admiral for the decoration of his ship on ceremonial occasions. Its use for such a purpose would be analogous with the display, in the 14th, 15th and 16th Centuries, of the royal badges, such as the dragon, swan, antelope, portcullis, ostrich feathers or rose.

The First

The office of 'Great' or 'High' Admiral of England may be dated from the appointment of John de Beauchamp as Admiral of all the fleets, in 1360, but although the anchor badge is found upon the seals of the Lord Admirals of Scotland as early as 1515, no such early instance has yet been brought to light in England. It may, however, be presumed that it was in use south of the Tweed from an earlier date, for the anchor was certainly in use in the 16th Century as a mark placed upon ships or goods arrested by the Admiralty Court. The earliest known instance of the anchor in conjunction with the English Lord High Admiral's arms occurs at the end of Queen Mary's reign in a

volume of Acts of the High Court of Admiralty dated February 11, 1558. Here the arms of Lord Clinton and Saye are surrounded by four anchors without cable.

For the earliest instance of the anchor in a flag we must turn to the well-known engraving supposed to represent the *Ark Royal*, Howard's flagship in 1588, which shows an anchor in the head of a streamer flown from the foretop. The fouled anchor (a conventional design of an anchor and cable, in which the cable is entwined about or, as we seamen say, foul of) is first found in the seal of Howard after he had become Earl of Nottingham, and may be seen in a specimen attached to a document dated April, 1601, now in the British Museum. The badge appears on the reverse of this seal on the trappings of the horse which the earl bestrides. In 1623, Buckingham, who had succeeded Nottingham as Lord High Admiral, was provided with 'an Ensigne with ye Ld Admiralls Badge & Motto'. This badge was evidently the anchor and cable, for the badge of the fouled anchor appears prominently 4 times on the York Water Gate (Thames Embankment) built for Buckingham in 1626, and in 1627 Buckingham was using as his official seal the anchor and cable surrounded by the garter and surmounted by a coronet. In the badges on the gate the end of the cable hangs down over one of the arms, but in the seal the end is neatly flemished down in 3 coils upon the shank.

Ye Red Ensigne with Ye Ld Admiralls Badge

In 1633, when Buckingham was dead and the Admiralty in commission, the flags surveyed at Deptford included a silk 'red ensigne with ye Ld Admiralls badge'. At this date the badge could not have been a personal one, and there seems no doubt that it was the official anchor and cable, possibly of the same design as in Buckingham's seal, for the Commissioners had adopted this form for use in their own seal, replacing the coronet and garter by the legend 'Sig Com Reg Ma Pro Adm Ang' (the seal of the Royal Commissioners for the High Admiralty of England). It will be observed that the field in this flag is red, as at the present day. The anchor with coiled cable appears again during the Commonwealth on the seals of the Generals at Sea, but the design has begun to deteriorate even in Buckingham's time. In his seals in 1628 some of the turns of the coil pass below the shank, and in the later seals the coil lays round the shank instead of upon it.

When the Commission was dissolved in 1638 and the office granted to the Earl of Northumberland (as substitute for the young Duke of York), Northumberland adopted for his seal a design in which the cable was draped in graceful turns as a border round the anchor, ending at a ring on the side opposite to that at which it was made fast. This design was used by the Committee of the Admiralty and Navy under the Commonwealth and was adopted by James Duke of York in 1660 (a variation of it, in which the cable passes loosely through the ring and ends in extravagant flourishes on either side, was in use by Pepys in 1673), but in the 18th Century it in turn deteriorated,

until it reached the form used in the present flag, in which the cable is not made fast to the anchor at all, but simply passes loosely through the ring and hangs down stiffly on either side. On the seals the anchor was vertical, but in the flags it was usually placed horizontally. The fowl anchor in the Admiralty seal since 1725 has, however, been of a design similar to that on the York Water Gate.

Badge Flag Promoted to Dignity of a Standard

The anchor flag was not used during the Commonwealth, but it was restored in 1661 (or 1660) when the contractor was paid £2 10s 0d 'for shading the Standard and Ensigne and Jack with a ancor'; £5 10s 0d 'for sowing silke and cloth for the sockett and marking the Ensigne with the ancor and cable,' and £4 10s 0d 'for sowing silke and cloth for sockett and marking the flag with a ancor and cable'.

The subordinate 'badge' flag was now promoted to the dignity of a 'standard' and flown at the masthead as a substitute for the royal standard when the Lord Admiral was unable to fly the latter, because of the presence of the king in the fleet.

In 1673 the Test Act deprived the Duke of York of his office, which for the next 11 years was placed in commission. Charles II, just before his death, revoked the commission, and the office fell in to the crown. When the Duke of York succeeded to the throne in 1685 as James II, he retained the office in his own hands, and in token of this placed 'a crown over the anchor as being himself his own Admiral'. In addition to the anchor flag (which when used by the sovereign is flown at the fore, as the main is already occupied by the royal standard) a flag of similar design, but with the St George's Cross in the upper canton, was also flown at the stern as an ensign. At this period, according to Lieut Graydon's flag-book, the Scots Lord Admiral flew a white flag containing a blue anchor and cable. The Admiral of Scotland, who according to Pepys was 'no officer of State' and had 'no precedence at all given him from this office,' was abolished after the Union of 1707, when the three small ships representing the navy of that country were absorbed in the English, henceforth the British, fleet.

Non Seaman Proposes to take Command of the Fleet

After the Revolution of 1688 the Office of Lord High Admiral was placed in commission, but it was revived by William III in 1702, when the Earl of Pembroke was appointed. Pembroke had intended to proceed to sea in command of the fleet then being fitted out in anticipation of the outbreak of the war known as the War of the Spanish Succession, and he would have flown the royal standard in his flagship. William, however, died on March 8 and Queen Anne, immediately after her accession, deprived the Lord High Admiral of the right to fly the standard, among other perquisites and droits. Pembroke then gave instructions for the anchor flag to be supplied instead. But as he was not a seaman his proposal to take command of the fleet had naturally aroused much

opposition, and in the end it was dropped. In May he was replaced as Lord High Admiral by Prince George of Denmark, the Queen's consort, and although Pembroke again held office for a short time after the Prince's death in 1708, no opportunity arose for the anchor flag to be flown at sea in military command during his or the Prince's tenure.

Extraordinary Escapade

In 1709 the office of Lord High Admiral was again placed in commission and it remained so for over 100 years. During this period the anchor flag was on one occasion flown at sea in executive command. At the end of March, 1719, Admiral the Earl of Berkeley, then First Lord of the Admiralty, was appointed to the command of a fleet then fitting out to repel a naval raid threatened from Cadiz in support of the claims of the Pretender. Having been given the extraordinary rank of 'Admiral and Commander in Chief of his Majesty's Navy and Fleets', he was authorised by the king (George I) to fly the anchor flag at the main whilst so serving, and the flag was in fact flown for a few weeks at the end of March and the beginning of April.

The next occasion on which this flag was flown in executive command at sea occurred in July, 1828, when the Duke of Clarence (afterwards William IV), who had been appointed Lord High Admiral in 1827, with the express understanding that he should exercise no military command, suddenly put to sea from Plymouth, flying the anchor flag, in command of a squadron of manoeuvre that it had been intended to place under Vice-Admiral Sir Henry Blackwood. This extraordinary escapade and the friction which had been caused by the duke's method of conducting affairs, led to his removal, and to the office once again being placed in commission.

The First Lord and First Sea Lord take Command at Sea

In May, and again in August, 1869, Mr Childers, the First Lord, accompanied by Vice-Admiral Sir Sydney Dacres, the First Sea Lord, embarked in HMS *Agincourt* and took command, first of the reserve fleet, and then of an experimental squadron, under the Admiralty Flag. This proceeding gave rise to much comment, but since the Letters Patent appointing a Board of Admiralty gave power to 'any two or more' of the Commissioners to exercise all the functions of the Lord High Admiral, the action of Mr Childers does not seem to have been *ultra vires*, though it is not one that is likely to be repeated.

Since 1850 the anchor flag has been flown over the Admiralty Office in London. At sea it is flown in the royal yacht when the sovereign is present, in recognition of the fact that, under the Constitution, he is the source from which the Lord High Admiral's powers are derived; the anchor flag being flown at the fore, the royal standard at the main, and the Union Flag at the mizzen. In the Admiralty yacht the anchor flag is flown at the main when the members

of the Board are embarked in her. It is the custom (a custom that was in existence in the early years of the 18th Century) to fly the anchor flag on men-of-war during the ceremony of launching.

(The above was extracted from Notes prepared by the late Mr W. G. Perrin, former Naval Historian and Librarian.)

Now Known as the Flag of the Lord High Admiral

Since April 1, 1964, the Admiralty Flag has been known as the flag of the Lord High Admiral and is flown at sea only when the sovereign is onboard. It is also authorised to be flown at launchings of men-of-war.

POMS IN THE SUN

By CCY H. E. Hunter

'Seen this DCI on loan service with the Aussies?'
'What DCI? You know I only read the gratuitous issue and pay sections.'

'This one here, two and a half years' loan service with the RAN for our branch and others.'

That's how it all started.

There was I minding my own business, quiet number in Malta Commcen when this bumf floats on to my desk. I reads, I likes, so I smacks in a request form. I knew I would never get the job but with only a few months to go for my pension it might throw CND off the track and I didn't fancy working for a living just yet. Some hope, back comes a letter from CND accepting my request, instant panic, it must be a lousy job, there must be sea time involved, it's a conspiracy, no one else volunteered—swines. The missus is chuffed to pieces, she would be, she loves the sun whilst I hate it—except of course for the barbecue booze-ups and Marsovin afternoons at the White Lido.

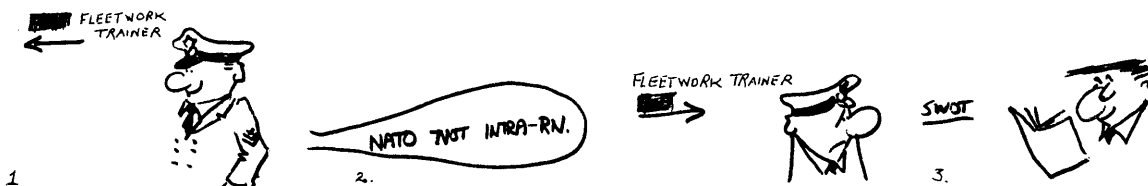
The date is set for late June and we are due home from Malta in April—idea—I'll mark some of the crates with 'A' and they can go straight through without being unpacked, even so we shall get plenty of warning for our five week ocean cruise. Ha! my luck, boxes packed in straw, what can't you import to Aussie? Straw. Oh yes, which is the very first draft to Aussie that is going by air—ours. Naturally the wife thinks I fixed it and I'm out crowd for weeks. Oh well you can't win 'em all.

To UK, reams of guff from ANRUK to digest, the unpacking and repacking done, the general round of hello's and goodbye's completed, umpteen casuals and June is here and we are on our way to London Airport to emplane in this great big Boeing 707 for a superb VIP flight. Everything going extremely smoothly so far. More bumf to read on the plane about Australia and the new draft, stop overs at Bahrein (cheapest place for booze and fags), then Karachi and Singapore for about an hour each and onward to Sydney where we arrived 24 hours, flying time after departure.

CHAOS.—It was early on a Wednesday morning and although Customs and Immigration were a mere formality and coaches were laid on to take us to hotels, from there you were on your own Jack. Being only two we fell in quite well and were booked in Johnnies (A poor man's Traf Club) but at least it was cheap and the people friendly and helpful. Some were booked into hotels at £8 a day each, without food, smashing 23-inch TV, but no food, and with a wife and five kids that rent aint hay. Sydney based herberts had a virtual open ticket for leave until settled and so I assumed the following Monday was more or less the deadline and based my plan of operations on that. The flight had left us pretty flakers and the time adjustment didn't help much so we just climbed into our pit and died.

Thursday there was a General Meeting at the Welfare Headquarters where they endeavoured to tell us as much about the RAN, Sydney, pay and allowances, housing and what have you as they could. As for advising us on general areas of accommodation and standards compared with price, that, even they didn't know, or at least found it very difficult to impart. This I felt more or less pointed to the fact that Australia being a land of opportunity then it's up to us to opportune (or is it importune?).

Friday, hired a car, armed myself with a telephone directory and a 'Gregory's' map book of Sydney and commenced the round of real estate agents nearest to my draft (HMAS *Watson*). How was I to know that this area is the Mayfair of Sydney with minimum rents in the £16 a week mark? Frantic calculations of LOA plus estimated wife's earnings and decided we can pay. Grabs this gorgeous flat in Bellevue (next door neighbour—well nearly—to a very senior RAN Captain) bore in mind to get a garage!!! Next stop bus depot for timetables for Monday morning. Relax and settle in new home.



Monday reported to *Watson* which is at Watsons Bay at the extreme tip of Sydney's Port Jackson South Head and commands a wonderful view of the Harbour to one hand and the Pacific on t'other. The establishment is beautifully laid out and a real credit to the RAN with bright modern blocks, vast expanses of lawn, rockeries, fountains and housing the RAN Memorial Chapel.

Watson itself is a combination of *Dryad* and *Vernon* having a large AITC and SOLATRON for the RP rates and an extensive TAS school with ASUAT and ASTT attached. The communications staff consists of a SCO (Lieutenant Commander billet) currently occupied by Lt(SD) (C) McDonnell, CRS 'S' Griggs (No 'W' in RAN) CY Orr and myself instructing, with a RO/TO borne for MSO duties. My instructional duties are made up of Fleetwork for RP's qualifying higher rate, ASTT games for Basic Technical Training and Command Team training, PCT's and various other short courses. RS 'S', 'Q' and CY 'Q' from *Cerberus* come up for their final practical training on EW and Fleetwork games. The Yeoman is mainly employed on teaching RP's male and female voice procedure, including their own! Which I must admit floored me a bit when I first arrived. One main difference twixt RN and RAN which I have encountered was that CY 'Q' have a very thorough working over in the ASTT under quite realistic conditions and along with normal RP SAU and such like procedures are given a good basic groundwork in EW which I feel might be of distinct advantage in UK. I feel our tactical operators lack training in the overall picture of tactics and, therefore, tend to stick exclusively to the tactical nets.

Australia. On the way into the City from the airport the outlook is shocking, with old clapboard houses, run down businesses and such like smashing you in the eye and tending to give you a completely distorted view of Australia as a whole, but, get yourself wheels and drive inland to the beautifully impressive ski resorts in the Blue Mountains, drive up North to Palm Beach through the Reserves or South to the most picturesque mining town of Port Kembla or Woolongong and you begin to see Australia as she really is, admittedly sprawling and unkempt in places but wonderfully young and refreshing with beaches that stretch hundreds of miles in either direction. We live just five minutes from Bondi and that's a gas compared with the out of town places.

The Australians are, on the whole, down to earth people, with a fierce love of their land and terribly

hurt at unfair criticism, conversely they are the first to admit the country has a long way to go in the arts or roads, etc., but point out that as they are only under 200 years old . . . well. Take that into consideration as you tour around and you will begin to see what really great steps have been taken in the important fields of commerce, industry and agriculture. They are an independent race, not relying on National Health, Council homes and such, a race who believe in self help and as such, as the agony columns of newspapers will reveal, are inclined to be a bit sharp with some 'pommies' who tend to expect their erst-while pampered welfare life.

I like them, I like Australia and I don't really mind the sun all that much (in winter anyhow). We are getting more and more to like them and it as time passes. You never know, this POM might not return.

SUMMER CROSSWORD

The winner of the Summer crossword competition was Lieut D. C. Mitchell, RN. The correct solution was:

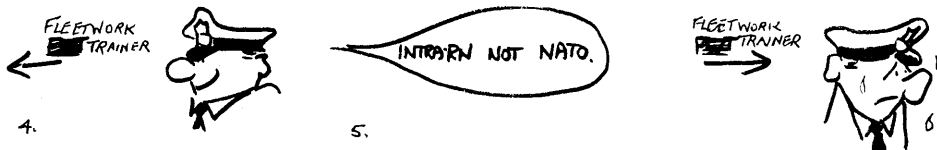
Across: 1. Hill-slopes, 8. Negus, 9. Generation, 10. Stray, 11. Ratan, 12. Travel forth, 18. Vintage Roadster, 19. Peregrinate, 25. Noise, 26. Stout, 27. Periwinkle, 28. Ennui, 29. Orientated.

Down: 1. Hegira, 2. Lanate, 3. Sprint, 4. Optima, 5. Evolve, 6. West coast, 7. Judas tree, 13. Rigor, 14. Varan, 15. Least, 16. Milestone, 17. Strenuous, 20. In gear, 21. Active, 22. Enlist, 23. Picket, 24. Legend.

AUTOMATION OF THE DEFENCE COMMUNICATION CENTRE, LONDON

The Automatic Message Routeing and Distribution equipment (AMRAD) is a computer which is associated with message Local Delivery Points (LDPs) situated strategically throughout the Ministry of Defence and its satellite buildings. There will be about 85 LDPs. It will also have main trunk connections to the major gateway relay stations and an ability to route traffic over the UK military telegraph network and TELEX.

Messages will be typed at LDPs by secretarial staff in a special simplified format known as Format D and, when the page copy is seen to be correct, it will be transferred to the AMRAD by a release button. The AMRAD will acknowledge the message by a print-back complete with a filing time added.



The AMRAD converts the simplified message format to ACP 127 format, substitutes routing indicators for the message addresses and takes note of the classification and precedence of the messages. The equipment then clears the message on to appropriate circuits according to their precedence and distributes internal copies, again on the simplified message format, in compliance with the Standard Distribution Lists (SDLs) of the Delivery Indicator Group (DIG).

Incoming messages addressed to MODUK, MODNAVY, MODARMY, MODAIR are converted from ACP 127 format to the simplified message format and are automatically distributed to LDPs according to the SDL of the DIG(s) used. Messages may even be refiled automatically to the UK military telegraph network or semi-automatically to TELEX.

It is estimated that 75% of the incoming and outgoing traffic at the Ministry of Defence commences will be handled automatically; the remainder, such as special handling or messages of non-standard format, or those carrying no DIG or the DIG—RTT, will be rejected to manual positions and handled accordingly.

The importance of selecting the correct DIG is a prime factor of the system, for example: A FLASH 'SUBMISS' message (KAP) if incorrectly allocated the DIG KAO 'SMASHEX' would receive a distribution greatly reduced to that intended for SUBMISS.

The AMRAD system is also available for the rapid conveyance of inter-branch memos.

COMMCEN WHITEHALL—UK RATT SHIP-SHORE

by LRO Reynolds

Communications within the Royal Navy change rapidly for the better as time goes by and RATT ship-shore has not been left behind. For over 2 years I have been working as RATT ship-shore controller/operator and the methods and equipment have advanced far beyond my wildest dreams. Gone are the old auto-head continuous taped 'Frequency Availability Broadcast (FAB)'; gone the dust covered T/Ps which struggled to receive off-line, and gone too, but not completely, the control from Forest Moor of the aerials which we relied upon so much.

In its place—a fully automatic self-contained unit consisting of 4 covered T/Ps, 4 uncovered T/Ps, automatic FAB and aerial selection controlled from Whitehall at the ship-shore bay. What more could

anyone want? Just one thing—your CO-OPERATION.

Our equipment is 1st class; our methods good; our operators good. But nothing will work as it should without your help, whether you are in Capetown, Malta or South America, even if you are only ZBZZ in Portland we will try, if you will, to clear your traffic, covered or uncovered, from ZBO1 to ZBO50.

Frequency Availability Broadcast (FAB)

The whole crux of RATT ship-shore is centred on the FAB. To work RATT ship-shore the very first thing one must do is to ensure good clear readability of FAB. This is going to be your guide and your aid to the whole process of working. If you cannot hear FAB do not risk it, you are not the only one at sea, and more than likely you will block out some poor chap who has done everything correctly and is busy clearing traffic.

Your signal is not cleared until FAB 'rogers' for it and gives you the DTG. This indicates that we have accepted the signal completely, so do not keep sending in the hope that we get your traffic. QRM is a very funny thing and it can cause the text of signals to read completely different from what you have sent so if told to send it again, send it, time is most important—the quicker we get your traffic, the quicker it is onward routed. Once we have received sufficient to cut a clean tape, you will get your 'roger'.

FAB has many uses but one it will not do is—answer requests such as one ship asked recently—'INT key card No. being used on HNR today Monday'. One must remember that FAB is not on-line and questions of this nature can have far reaching complications, so please do not ask that kind of question. Indefinite call signs have come in very handy for opting off the air when you make a mistake. But when you make a mistake again please do not hide behind a wall of silence, it does not help you or us and we have our methods of finding out, so do not try it!

Remember then, together we can do wonders, but to do this we must have your help and your co-operation. Our aerials will find you, and the FAB will tell you just what to do. Not complying with FAB can cause a good deal of confusion and bad tempers, not forgetting the delay and possible loss of signals. FAB is there to help you, to guide you into the swiftest clearance of all your signal traffic—but do not feel the underdog if told to do something by FAB. Do it—and you will find that everything will work out fine. *We will always be here, so go on—give us a call.*



SUMMER THOUGHTS ON FRIDAY DIVISIONS

By Sparting

Hot sultry summer afternoon, sun skulking behind clouded sky. But no rain. Serried ranks of sailors and Wrens, clinking of medals. Friday afternoon—divisions!

The guard marches on looking very self-conscious and is put through its paces—the GI hissing the ritual orders to the guard commander like the prompter from the wings of a stage. Have you ever seen a JRO dressing by the right and standing at ease simultaneously? Those guard commanders will try anything. The petty officer of the guard puts on a perfect imitation of a GI, very smart—his performance would bring the house down in a Christmas pantomime.

Myriads of black flies abound to the delight of the flitting house martins swooping low over the static water tank but not to the delight of humans vainly trying to stand to attention with half a dozen on face and neck. What about the guard commander having a go with his sword? Lady cleaners watch from the vicinity of the pay office—used to be strictly taboo at one time, but surely they've seen it all before and shouldn't they be cleaning something?

Discreet rustle of toilet paper and flush of cistern from the Main House—somebody's got out of divisions. Some said they did away with the ducks because they disturbed divisions—is this interruption to be disposed of too?

The Royals give a spirited rendering of 'Thoroughly Modern Millie'. In my day it was more decorous and to the tune of 'Somebody Spat on the Doorstep'. It's progress I suppose. Suppress insane desire to up sword and waltz the Commander round the dais.

The platoons patiently await the long round of inspection. What are they thinking of? Booze and Birds I suppose rather than Bull and Briny—wouldn't mind a pint myself right now. Inspection over, the band takes up position and the platoons roll by. Where have all the medals gone? Senior rates looking like ruffled penguins, perhaps it's all a bit beneath their dignity; ratings on course have a 'Thank goodness it's over' swagger; new entries go past like clockwork dolls; then it's the turn of the Wrens—some trying hard not to giggle, others evidently don't think 'girls were made for marching', whilst a few obviously enjoying it are worth watching. Funny how they always save the best till last. 'Carry on the officers'. It's all over for another fortnight—perhaps it will rain next time but, happy thought—THERE'S ALWAYS THE DRILL SHED.



9.



NAVAL SIGNAL OFFICER AND FURNITURE DESIGNER

by the Editor

Commander David Joel, RN (Rtd), with 27 years' experience as a Signal Officer, has written a book covering his experiences in two world wars. Commander David Joel, RN (Rtd), with 37 years' experience in the furniture trade has, with the flair and flexibility of a sailor, written a book on furniture design.

The furniture book FURNITURE DESIGN SET FREE which has just been published traces the evolution of British design to the late 'sixties'. It is well illustrated with 200 photographs showing trend and style. The author, one of the pioneers of good furniture design in the 'twenties' and 'thirties', published his book THE ADVENTURE OF BRITISH FURNITURE in 1953, at a time when the British furniture industry was beginning to recover from the effects of the Second World War. The earlier text has now been amended and new material added, and the present title more exactly reflects the book in its new form.

In his naval book, which has yet to be published, the author includes:

How at Jutland as the battle line of 24 great battle-ships, full out at 20 knots, were blazing with all their 12" and 13.5" guns, wallowing in the swell caused by their wake, was a wounded destroyer the *Acasta* with her crew fallen in on deck and cheering each battleship as she thundered by, and flying at her masthead 'Flag 6' meaning 'I AM SINKING'.

How as a midshipman he breakfasted at least once a week with Prince Louis of Battenburg who always had two midshipmen to breakfast with him.

How, between the wars, and landing on business at Ryde Pier, he saw a little man overloaded with two suitcases—it was Jellicoe. Joel snatched them from him and insisted on carrying them down to the steamer. Jellicoe said 'I know you, but since I have retired I forget names'. Joel said 'I am one of your Grand Fleet Signal Officers, never mind my name'.

How the Queen Bee Wrens put Joel 'in Coventry' because in an emergency when the *Queen Mary* and *Queen Elizabeth* were suddenly ordered to start trooping (and so act communicatively as men-of-war) he sent a dozen Wrens Cypher and Coding onboard to sail with them without being able to consult neither the WRNS Superintendent nor the Director beforehand. It was the first time Wrens served at sea and was an immense success. It lasted for 2-3 years and there was never any trouble.



10.



GOING THE ROUNDS IN MERCURY

NEW ENTRY SPORT

by Lieut P. E. Worthington, RN

The Goddess of sport has smiled favourably upon the New Entry Squadron during the summer and autumn terms. We have done remarkably well in the sporting world of *Mercury*. Despite dwindling numbers there have been far more new entries selected for the Establishment than ever before. Whether this is due to the far greater talent coming into the Branch or because of the lack of better talent in the ship's company is a debatable point, and will be proved one way or another in the future.

The greatest achievement is in no doubt—the under 17 soccer team entered the RN Youth Knock-out competition, stormed through to the final against *Fulmar* to produce an exciting game and a very convincing win for *Mercury* by three goals to one. Trained expertly by CY Lennon, five of the team have currently been selected to attend the coaching week in preparation for a Midland tour by an RN Youth XI. Apart from this success on the soccer field no less than four instructors and eight juniors have been chosen throughout the season to represent the Establishment. Names such as CY's Lennon and Lisher are already well known in the sport. Those about to make their names, one would hope, are RO3 Henwood and JRO's Abley, Tracey, Marshall and Smith, not forgetting JRO Langley as the goalkeeper.

Hockey has not been far behind in popularity. Led by Lt-Cdr J. C. Dreyer (NETO) nine new entry instructors and juniors have played for *Mercury* this season. Here JRO Langley has had a hard tussle for goalkeeper with WO Higgins, but made his ability quite clear in the games he did play.

The Rugby season has only just begun at the time of print and so there are not so many representatives as there have been in the past. RO3's Henderson, Isaac, Hart, and JRO Folland started the season and recently seven juniors were selected to play for the Portsmouth Command Under 19's. They travelled to Plymouth to take part in the RN Inter Command KO Competition which resulted in five of them winning their Command badges, whilst Isaac and Hart were selected for a full Navy (under 19) Cap.

The Inter Squadron Cross Country championships were held on 23rd September and were run over approximately 3 miles of Hampshire countryside. The NE Squadron entered two teams from each division, and, in fact, provided over half of the runners. Howe were very narrowly beaten into second place by Sommerville, and RO3 Hart of Pasco only lost the lead in the final circuit of the broadwalk, to finish second to RO2 Alexander of Sommerville.

The Divisional inter-part sport has only just begun to get itself organised due mainly to the requirements of the Establishment. It is expected that a forthcoming attraction will be the Staff versus New Entries Rugby

and Hockey fixtures. Already the Staff have taken on the RN Youth side of *Mercury* and won convincingly. It is hoped that enough interest can be raised in the game of squash and that a 'Squash Ladder' can be formed before the term gets too much of a hold on us. Our annual event with Winchester College is almost upon us and on November 18 the NE 1st and 2nd XI will travel to Winchester. For this occasion a Rose Bowl has been provided by the Squadron, to be called the 'Anson Cup'—this will be presented to the Establishment scoring the most goals in the two matches. This is the first time the cup has been competed for and should produce some entertaining soccer.

The new recruits from both *Ganges* and *Raleigh* are combed most carefully by all sports representatives, who are looking for suitable talent for their own particular sport, so if you are hiding your light under a bushel, or think that you are a budding Francis Lee (or perhaps a Georgie Best) then make sure you can enjoy a life of sport by volunteering your name now. It is a well known fact that a Communicator knows the meaning of the word 'reticence'—but this is no time to carry it out. Get out and play the game.

.22 RIFLE CLUB

by Lieut P. E. Worthington, RN

The .22 Rifle Club has once again entered a season of league competitions, and a great deal is being done to ensure that the Chevron Shield, won in 1968, is won again by the Establishment this year. Achievements to date are few as the season has only just opened, but already we have had confirmation that Chief Shipwright Eccles has won the individual championship in the Southampton Rifle League. The membership of the club indicates that enthusiasm has continued to thrive and it has become necessary to restrict the numbers joining. However this does not restrict budding youngsters in gaining experience, as the range is open throughout the working day for practice and coaching, whilst the new entry rating has this facility during his divisional activity afternoon.

Many old faces of the Club are returning to the Establishment to add their weight to the postal entries and replace those who have been drafted. The Club has entered five pairs in the Southampton and District Tile Smashing Knockout Competition, which was won last year for *Mercury* by RS Wood and CGI Luff. It is intended to uphold the tradition by once again returning with the trophy currently sitting in the display cabinet in Mountbatten dining room.

The Wrens team has entered the Portsmouth Command League and stands a good chance of doing well. There is a lot of enthusiasm for shooting amongst the Wrens and it is hoped that it can be maintained throughout the season.

THE CHIEF PETTY OFFICERS MESS

by CRS D. L. Alderson

The President: D. L. Alderson, CRS

Vice-President: R. H. Lomas, CRS

Secretary/Treasurer: J. N. Hilder, CRS

Mess Committee:

J. E. Eilbeck, CRS, R. G. Smith, CRS(W)

Entertainments Committee:

R. P. Robinson, CH C EL, P. J. Edgell, CRS(W)

D. L. Palmer, CRS(W), D. H. Dennis, CCY

Once again we find ourselves under pressure from the calendar and the Editor's closing date for contributions! It seems only a short while ago that I found myself in a similar position and one wonders how the months could possibly have passed so quickly.

I always tend to think of time in relation to performance—what improvements, what achievements and what successes have we achieved as a Mess during this term? Perhaps it is too difficult to equate success and achievement in purely rational terms over a given period to one term, unless the field is restricted to Sporting and Social activities! This therefore leaves us with the improvements score—and apart from the installation of a PA system in the Lounge (comprising a record deck, VHF tuner and a Microphone, complete with two stereo speakers fitted at vantage points across the lounge, plus a local speaker—all switchable), the remaining Mess improvements have had to take a back seat owing to the Development Programme, which, in the short term, has had some far reaching consequences.

Firstly, we have had to give up our basement heads and locker room and secondly we have had to merge in with the Petty Officers with respect to all Dining Hall facilities. We are now using their dining hall until the redevelopment of our old dining hall is completed. This will then become a combined Chief Petty Officers, Petty Officers and CPO/PO WRNS dining hall. When completed, our old concept of a basement heads and lockers will be changed to that of an RA's changing and locker room, complete with showers! The WRNS will then use the Petty Officers dining hall; some alterations will be made to the *Mercury* club and also the Senior rates visitors room.

The development programme which is divided into various phases and stages is likely to cover the period from the end of 1969 to 1975. The current stage of building work involves the provision of new junior ratings accommodation, improvements to the existing ones, a new victualling block (on the site of Anson block), a new Petty Officers accommodation block (attached to the west end of our accommodation block) and a new WRNS block (south of our accommodation block). Various improvements are also being undertaken within Mountbatten Block. Indeed, it would be a very quiet day here without the cacophony of electric drills, windy hammers and other building utensils designed to knock down walls! Whilst outside, from the West Gate down to the garage courtyard, one has to tread very carefully across a maze of ditches dug in the roads ready to take pipes for the new boilerhouse and associated hot water and heating systems. The affluent society has also brought additional problems regarding the parking



DAME JOAN VICKERS, DBE, MP VISITS THE CHIEF PETTY OFFICERS MESS
(Our photo includes l to r Commander Fawcett (Executive Officer, HMS 'Mercury') CRS Alderson, the President of the Chief Petty Officers' Mess and Captain Sir Peter Anson (Captain, HMS 'Mercury')



Presidents Two!

of cars! Anyone who is likely to visit us during the next few months would be well advised to check with the OOW as to a suitable car parking space—since most of our old car parks are affected by the development programme.

Our visitors to the Mess this term have included members of the RNR, the SCC, an Australian CRS(S), the usual PCT and M classes and even an American Chief Technician. This USN Chief allegedly caused

a minor embarrassment by offering a tip to the young Wren Tilley driver who brought him from Petersfield station!

We have also had some interesting and varied guests in the Mess during the past few months. On September 16 we had the pleasure of entertaining Dame Joan Vickers, DBE, MP for the Devonport Division, to lunch-time drinks.

On the evening of October 8 we were host Mess for the twice yearly Sea Dads Trophy event—which I'm afraid we lost! Not only was the defeat on our home ground, but to make matters worse it was by the narrow margin of only 2 points. However, a most enjoyable evening was had by all even though some of our regular members who perform quite expertly on the dartboard at lunch-time, found themselves beaten by a Wren Officer! The padre's darts also seemed to be blessed into accurate flight by the patron Saint of Communicators—St Gabriel himself!

The reunion this year was also the inauguration of the RNCCA (Royal Naval Communication Chiefs Association). This was attended by nearly 180 members, who, together with the President of the Association (Vice-Admiral Sir John Parker, KBE, CB, DSC) and the Vice-President (the Captain of the Signal School, Captain Sir Peter Anson, Bt, RN), had a most enjoyable evening renewing old acquaint-



THE COMMITTEE

From L to R: Mr G. Farnell, Mr E. Palfrey (Chairman), Capt Sir Peter Anson, Adml Sir John Parker, CRS D. Alderson (Mess President), Mr C. Tinkler (Hon Treas), Mr J. Maye, Mr K. Taylor, Mr W. Bugg (Hon Sec)

ances and discovering new ones! There is a separate article regarding this year's reunion written by Mr Bill Bugg (the Secretary of the RNCCA). I shall therefore not dwell on the reunion night—except to say that those serving and ex-serving Chief Communicators who have not already joined the RNCCA may do so at any time—the sooner the better, because future attendance at the reunions will only apply to RNCCA members.

On October 22 something unusual happened for the Chief Petty Officers Mess—it was the first time that the Mess Committee had taken on the task of organising a Mess Social. CRS John Eilbeck came up with the idea of a 'Hippie' night! In fact the posters invited people to *dance* with a 'difference'. I hear from all reports that it was quite a change! I'm sure that all the wigs and chains did a lot towards the many cases of mistaken identity that occurred!

Mercury was selected for a one-day meeting of the Admiralty Board. The First Sea Lord and his team were able to find time, in what was a very tight schedule, to come and visit the Chief Petty Officers and Petty Officers for lunch-time drinks. It was a unique occasion in having almost the entire Board of the Admiralty all in one place at the same time.

Our congratulations go to the Chief Shipwright, Reg Eccles; he is normally busy shooting me a line as to how busy he is, has now been shooting himself to success in the Southampton Individual Division 3 Rifle championship.

On the sporting scene the Mess have two members, CRS Puttick and CRS(W) Lill who play in the *Mercury* 2nd eleven whilst CCY Dennis, CRS Eilbeck and CCY McHugh have made their contribution to the combined Chief Petty Officer and Petty

Officers football team. CPO (FGN) Zimmerman has also turned out for us and plays in goal. So far we have won two games, drawn one and lost one.

We are all looking forward to our next big social event which is our Official Cocktail party on November 18. At the moment it seems difficult to prune the list of guests in order to keep the total numbers under 200! Therefore, if any ex-member finds he did not have an invitation, the reason is of course that we are already over subscribed. An informal Christmas dance will be held on December 12 in the *Mercury* club. Next terms dates for social events will of course be governed by the redevelopment building programme and at this stage it is difficult to forecast the venue for our next dinner dance.

The Newcomers: R Mech 1 Sargeant, Ch R Mech Fudge, CRS Puttick, CRS(W) McKay, CPO(CA) Rugg, Ch O El Redman, CRS Bernard, CRS Gemmell, CRS Williams, CPO(CA) Dyne, CCY Kitchin, CPO(SA) Heames, CRS Shaw, CCY Gore, CCY Underwood, CCY Wombell, CCY Mc Hugh, CRS(W) Hoy, CRS Banwell, CCY Morgan, MAA Marsh, CCY Butler, CRS George, CPO(CK) Jones,

The Exodus: CCY Evans—FOFWF, CRS(W) Turley —FOFWF, CRS Mathews —FO2FEF, CCY Stevens—Release, CCY Royal—Release, CCY Duncan—Cochrane, CCY Couzens—CINCNAV-HOME, CRS Kesteven—Release, CRS Ansell—Juno, CPO(CA) Staite—RNB (loan), CCY Betts—IIS Saam, CRS Smullen—Terror, CCY Bowden—Terror, CRS Collinson—St Angelo, CCY Townsend—Release, CCY Macleod—Bulwark, CRS(W) Colbourne—Hermes, CPO(CK) Chamberlain—Triumph, MAA Framingham—Juno, CRS(W) Lill—Scylla, CRS Randall—St Angelo.



Members of the Admiralty Board and Members of the Chief Petty Officers Mess



Background—CRS Hilder and CRS Eilbeck discuss Programmed Learning techniques with Vice-Admiral E. B. Ashmore, VCNS

Foreground—The First Sea Lord, Sir Michael Le Fanu, discusses with CRS(W) Alderson, RS Killoran and CRS Houston, matters of Service Conditions and Rates of Pay. Looking on equally interested is WO II Higgins together with CRS Harder, RS Monger and CRS Williams.

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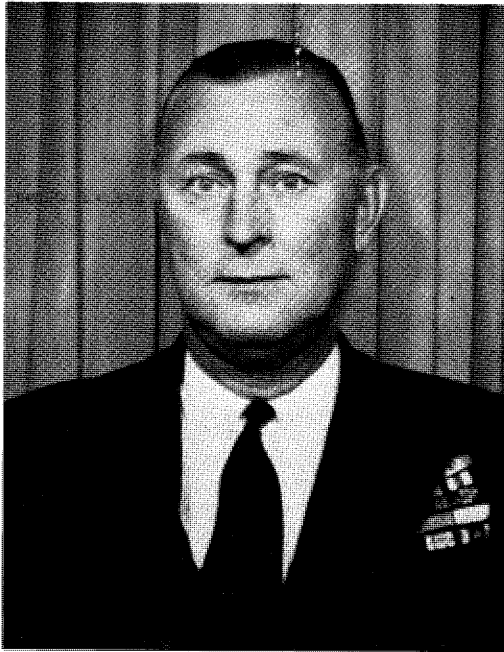
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PEN PORTRAIT WHOLE CIRCLE

by G. H. Whittaker, CREA

I had no thoughts of spending 37 years in the Service, culminating with a string of campaign medals, and a couple of 'Mention in Despatches' decorations, as HMS *Ganges* welcomed its newest recruit in December 1935 with a resounding clang of heavy metal gates, and a remarkable culinary effort of cold brown and boiled potatoes.

The life of a boy under training was comparatively hard in these days; such luxuries as underwear, pyjamas, civilised haircuts, tea from a cup, and slices of bread instead of hunks, had not yet been introduced, the main emphasis being placed on filling to the full each minute of the day. Little individual choice was allowed. Even personal hygiene was thoroughly organised; showers (not baths) were taken by classes at preset times during the week in the central bathhouse, the newly scrubbed wet bodies being paraded before the eyes of the class instructor like a herd of Admiralty mannequins. Every Friday, in the full glory of a naval pay parade, each boy was presented with a shilling to spend at the canteen—the remainder of one's pay being credited on the pay ledger, until the ripe old age of 18 had been attained.

Eventually, February 1937 found a fully fledged Boy Telegraphist joining his first ship—HMS *Iron Duke* based at Portsmouth, for 3 months sea training, which, apart from the memory of wrestling with the lashing and unlashng of hammocks, the early morning scrubbing and holystoning of wooden decks in cold sea water and bare feet, does not hold any special thoughts.

HMS *Hood* was the next landmark, and I joined her in May 1937 for a commission in the Mediterranean. Commissions in those days were 2½ years' duration, and during that time, spent a considerable amount of it involved with the Spanish Civil War; ferrying refugees to Marseilles, delivering food and rations (substantially alcoholic) to British Consuls, patrolling the Spanish coast and intervening in the incidents caused by British merchant ships trying to beat the blockade of the Spanish warships. We watched Palma being bombed at regular intervals whilst lying at anchor off that town, and saw our first dead bodies—a group of nuns hanging from the lamp standards of the main street of Barcelona.

Communications in those days although technically primitive to present day standards, was more than compensated for, by the skill of the operator. The Med Fleet was highly efficient in their operating skills, and very proud of it, and it was quite something to hear the full Med Fleet acknowledge the receipt of a General Signal and subsequently, quite pathetic, to hear the Home Fleet do the same, on our arrival back in UK.

The *Hood* then did a refit in Portsmouth dockyard, and I remained with her when she recommissioned. War was declared shortly after recommissioning and the most memorable events during this period was the *Hood's* participation with Force H, based at Gibraltar and in which she was the flagship during the ultimatum to the French fleet lying in Oran harbour. I had the dubious honour of transmitting the 'Open fire' signal to the British battle squadron when this ultimatum expired, and most of the French fleet was sunk or damaged. The remaining time was spent on endless patrols, interspersed with the occasional Malta convoy.

By this time, I had reached the dizzy heights of an A/Ldg Tel, and I finally left the *Hood*, shortly before she was sunk by shellfire from the German pocket battleship *Bismarck*.

A short spell of four weeks was spent in the pre-Leydene Signal School at RNB Portsmouth, teaching the morse code to conscripts called up for the war, and in company with six of these eager gentlemen I joined the *Viceroy*. This ship was a modernised old V & W destroyer (commanded by the then Lt-Cdr David Trentham), with battery powered receiving outfits (beautiful noise free reception, and the daily chores of battery maintenance). She was modernised in the sense that she could now remain at sea for long periods, and that a ships company bathroom had been installed. It was necessary to hand-pump one's fresh cold water into a bucket, speak kindly to the ship's cook who would graciously allow a little hot water to take off the chill and empty the mixture into one of the four tin bowls of the bathroom. This was, however, preferable to venturing on to the upper deck in an Atlantic sea to perform one's ablutions.

The *Viceroy* spent her time mainly on Atlantic convoys, with the occasional East and West Coast UK convoy. Leave was given during boiler cleaning periods for 48 hours at a time, to half the ship's

company, until a middle watch collision with an oil tanker put her in dockyard hands again and I left her to join the *Beaumaris* in March 1942. The *Beaumaris* was a Fleet minesweeper and I was employed in making sure that the narrow convoy routes down the East Coast of UK was kept clear of mines, but it was only four months later that I left her to join Leydene for a W/T 2 higher course. This did not take long and I then became part of a naval landing party destined for the invasion of North Africa and equipped with a number of SWB 8 transmitters fitted in large vans. Between October 1942 and January 1944, I landed at Algiers, travelled along the coast to Bone, then back to Phillipville for a short while until the invasion of Sicily was ready, landed at Sicily, moving up with the advancing armies where I had the unhappy experience of sitting in Messina dockyard for a week between the two opposing armies, with the British Army bombarding the coast of Italy from the hills behind us, and the Italians returning the fire with interest. I remained at Messina after the invasion of Italy and set up the communications centre there.

By this time, however, preparations were well advanced for the invasion of Europe and I was returned to UK to join the *Erebus* (Captain J. S. Colquehoun). The *Erebus* was a flat bottomed monitor with a pair of very large guns, and whose job was to bombard from close range, selected positions for the invasion armies. It was here that I first realised that guns wear out very quickly, and have to be replaced.

It was shortly after VE Day that the Communication Branch decided to select some 40 volunteers to specialise in the technical side of radio equipment and I underwent an intensive 3 month W/T theory course at Leydene for this purpose. Successful candidates would be rated PO or CPO radio mechanics, and on the week that this was due to take place my B13 arrived for advancement to CPO Telegraphist. So instead of being rated CPO Telegraphist, I was rated CPO Radio Mechanic. However, a much larger change was taking shape. The Electrical Department with its EAs and electricians, took under its wing a newly formed branch of REAs and Radio Electricians and the original 40 Telegraphist volunteers were given the opportunity to undergo a further two years course in workshop training, and pulsed (Radar) techniques, this culminating into my being made a Chief Radio Electrical Artificer.

At this point, I did have serious plans of becoming a civilian but the Government and the Korean war decided otherwise, and I joined HMS *Ceylon* as a CREA, some 12 days after the expiration of my first 12 years service. Long weeks spent at sea in appalling winter conditions made me glad I didn't have too much upper deck work, but I did have the task of fitting a complete Radar Type 277 together with its aerial platform during this period. It was about the only time that I had ever been let loose with an oxyacetylene burner on board ship. When Korea ended, I was lent to the shore authorities at Hong Kong for a year with the job of transferring all the

underground receiving and terminal equipment to its new quarters in the sunshine. Unfortunately this period did not qualify me for married accompanied status and it was after a total period of just over two years that I returned to UK.

A two year stint with the Equipment and Trials Section at HMS *Collingwood* followed, and then I was away to sea again for 18 months (and I mean sea) in a Type 15 frigate—HMS *Urchin*, evaluating the then new A/S equipment. The *Urchin* was based at Londonderry and as far as home life was concerned, could just as well be based at Zanzibar.

The next ship was HMS *Duchess*—an AC Daring class destroyer, which I joined in January 1965 for 18 months—mostly in the Mediterranean—because unrest in Cyprus, and later on the Suez affair had come to the boil. The *Duchess* had the distinction of being the first ship into Suez at the head of the invasion force, and was the last ship to leave.

After six months ashore in HMS *Dolphin* (fitting out submarines for special jobs) I stood by HMS *Blackpool*, then being built at Belfast. (I often ponder on how the word 'Portsmouth' manages to look like 'Ireland' on a drafting preference card). This lasted 3 months because the *Blackpool's* future programme was then altered, and I returned to Portsmouth dockyard for the remainder of my Home Port Service, this time on the staff of Capt D. Portsmouth.

The next 7 years was a complete change (apart from sea time). I was accepted into Royal Yacht service, and joined the *Britannia* as the CREA in August 1958. Life was pleasant, clean and civilised, with the opportunity of visiting many places around the world not normally within the scope of a warship and which included three round the world trips. However, seven years is a long time, and when it became necessary to volunteer for a further five years Royal Yacht service, I thought it was time to put in hand a project of mine that required my full-time presence—designing and building my own bungalow (now completed).

Fortunately, Leydene had a vacancy for an instructor on an NCS basis and I underwent another change of job, because instead of maintaining equipment, I am teaching the operation of it in the EW Section. All rather nicer, and easier, than spending half one's life crawling around darkened operations rooms, looking for faults. Already I have been 4 years in the job, and still enjoy it, and have recently signed on for a further 3 years. Long may it continue.

RN COMMUNICATION CHIEFS' ASSOCIATION

By The Hon Secretary

The re-union held in the Chief Petty Officers Mess on Saturday, September 13 was a great success. No less than 174 serving and ex-serving Chief Communicators attended. Some ex-members travelled from as far afield as Bath, Plymouth, Birmingham and Manchester.

The President of the Mess (CRS Alderson) welcomed everyone to the Mess. He introduced the Chairman of the Association (ex CYS Ted Palfrey) who gave members an outline of what had taken place to date and his hopes for the future. Ratification of the rules of the Association was requested and this received unanimous approval. The suggestion that the members of the Steering Committee remain in office for a further year was also agreed.

The President of the Association (Vice-Adml Sir John Parker) and the Vice-President (Capt Sir Peter Anson) arrived later in the evening. Before joining the main body in the Mess they were introduced to the members of the Committee. On arrival in the Mess the Mess President introduced the Vice-President who, after welcoming everyone to HMS *Mercury* introduced the President of the Association. Adml Parker said how very honoured he was to receive our invitation to become the first President of the Association and how much he looked forward to meeting everyone. They then mingled among the many old faces and the remainder of the evening was spent partaking of refreshments and cracking 'old ships'. There were plenty of these about. One pleasant surprise was the meeting after 42 years of, at that time, a Yeoman of Signals and a very young signalman who had been the second hand of his watch in the *Warspite*, then Flagship of Adml Sir Rogers Keyes, C-in-C Mediterranean. Another, who was an Instructor at Shotley in 1935, met one of his former pupils, now a Lieut-Cdr (SD) (C). He was pleasantly surprised to think the latter was more inclined to buy a drink for, than to thump, his old Instructor! This of course, does not mean that it was mainly an 'Old Timers' re-union. Far from it. A great number of those present had served quite recently and were well known to present members of the Mess.

Admiral of the Fleet Earl Mountbatten of Burma has accepted our invitation to become the first Life Member of the Association and the Reverend John Scott is now, officially, our Chaplain. The Association has received the official blessing of the Ministry of Defence (Navy) so we are blessed from both sides. The Patron Saint of Communicators is now 'John Gabriel'.

The Association Membership now stands at 153 and, since the re-union, many further enquiries have been received. How often does one hear the expression 'When I leave the Service I want to forget it'. Most of us have said this at some time or another but do we really mean it! For the answer join with us on Saturday, September 12, 1970 and be pleasantly surprised. We have enough membership cards for everyone and all applications for full membership will be received with the greatest of pleasure. We cannot be over subscribed. Just send a note to the Training Records Office and all details will be forwarded. Very few applications for Associate Membership have been received.

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SHIP-SHORE NEWS

HMS ANDROMEDA

by RO2(T) M. K. Williams

Since our last article, much has happened on *Andromeda*. RO2 Mason has succeeded in giving the CRS ulcers, LRO Smith is slowly losing his hair, the CCY is growing a set (have you ever seen a shark with a set), and once more Bungy (King Bunts), has been detailed to write for THE COMMUNICATOR.

After a spot of leave, we eventually sailed for our Far East leg on August 22. After four days at sea, we arrived at Gibraltar, where we stayed for ten days. This short stay proved to be quite eventful. With the border to Spain closed, other pastimes had to be found, and the communications department really took the bull by the horns. Three of them, after a fairly vicious departmental run, decided they had much too far to walk back. After looking for transport for some time, they came upon a likely vehicle, but there was a snag—it was locked and had no driver. In court three days later, they admitted that perhaps it wasn't a taxi after all. Transport problems were by no means confined to these three layabouts. One of our younger members, on his way back from what he claimed to be swimming, 'found' a two wheeled machine commonly known as a red devil, in the tunnel. On reaching the ship, he thought the fish astern looked tired, so decided to lend them his bike. For this, he was severely punished by King Neptune, in addition to Captain's defaulters. I am very glad to assure one and all, on leaving, although it is very difficult to understand, Gibraltar is still very much pro-British.

It was now time to add to our total time at sea, a further two weeks, before arriving in Simonstown on September 19, this time with HMS *Whitby* in company. During the period at sea, we had our crossing the line ceremony, which had many stars from the communications department. The script was written mainly by yours truly, and LRO Tomlinson. I also had to perform some of our poetic works as Clerk of the Court. The SCO came up for the award of the wooden pigeon (to be used when all other forms of communication fail), and also managed to secure a place amongst Neptune's defaulters. (I wonder why.) The CCY made a fine Court Trumpeter, but became a turncoat later in the proceedings when he pushed the most honourable Clerk of the Court into the tank. For this crime, he is next on the list of RO2 Mason for ulcers. The younger members of the department were all duly initiated, and attained 'The Freedom of The Seas'.

With crossing the line completed, our next big event was our arrival in South Africa. Cape Town I'm sure, was thoroughly enjoyed by both ships' companies. Everyone was impressed by the Cape Town station, but the general consensus of opinion was, that the benches could be made a little more comfortable, as even after having the local anaesthetic

(Brandy), they were found to be a mite hard. On our return visit, there will be many grippos and girl friends waiting to welcome us back.

Now in the present, we are on that part of the commission where our only joy is modmail and parachute drops. It has been suggested by certain mutinous members that we send a modmail to Harold at number 10, saying 'having a lovely time, wish you were here'. There have also been arguments within the department, as to whether some of the shore based wonders at Mauritius have ever been to sea. Perhaps they'd like to swap, we'll go ashore, and they can do our seven weeks at sea.

We are now looking forward to Christmas in Hong Kong, where some of our married men will be bringing their wives. Anyone in Hong Kong during this period, who knows members of our staff, let us know where you are, and we will visit you.

'BLAKE'S' PROGRESS

by CRS I. E. Barnes

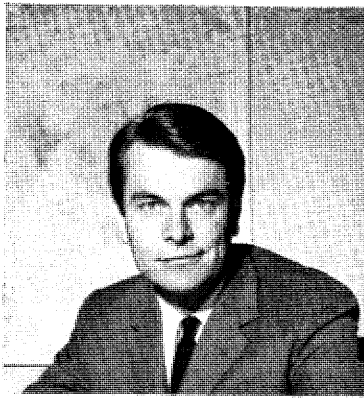
Greetings fellow Communicators. Since our last article to this esteemed magazine, we on *Blake* have well and truly joined the fleet. We have had a trip to the Med calling, of course, at Gibraltar and Malta where we renewed old acquaintances, and followed this by the grand gathering at Torbay to meet HM The Queen. Following the review *Blake* was ordered to Portsmouth to pick up stores and to sail the following weekend for trials with Harrier aircraft. This proved very interesting and many 'goofers' congregated aft to watch the performance of the Hawker Siddeley test pilot and his aircraft. We were admittedly a little pessimistic at the onset but were delighted to see the trial was successful and look forward to the time when this impressive aircraft joins the fleet.

After a well-earned rest we proceeded to Portland full of expectation to start our work-up. Here we must dwell a little and admit that whatever one says about Portland and work-ups, we on *Blake* all gained a great deal from our period in FOST's hands, and left as a well trained unit. Many thanks to the staff of FOST for all the assistance given, and remember 'you cannot crack us'.

We have since welcomed FOFWF and his staff and with them the extra traffic load. I would like at this point to say a special 'thank you' to the RATT ship-shore operators at Whitehall Wireless, who are doing a grand job. We on *Blake* are really sold on covered ship-shore, and are very impressed with the efficiency of this system. We shall endeavour to organise a trip to Whitehall Wireless during our forthcoming docking period and hope to see the other end of this circuit.

As I write we are in the middle of Exercise 'Autumn Colours' and looking forward to a 10-day SMP at Malta followed by Exercise 'Emery Cloth' and a visit

continued on page 299



DR. DAVID A. L. OWEN, M.P.
Parliamentary Under Secretary of State for Defence
for the Royal Navy

Dr David Owen received a ministerial appointment in July 1968 as Parliamentary Under Secretary of State for the Royal Navy. He had previously been associated with the Ministry of Defence as Parliamentary Private Secretary to Mr G. W. Reynolds, Minister of Defence for Administration.

Dr Owen was elected Labour MP for the Sutton Division of Plymouth, Devon, his home city, in the general election of March 1966. Plymouth besides being a major naval port is also the home of the largest Royal Naval dockyard. He is a medical practitioner, formerly Registrar in the Department of Neurological and Psychological Medicine at St. Thomas's Hospital, London and later Research Fellow in the hospital's medical unit specialising in neuro biochemistry.

He was born at Plympton, Plymouth in July 1938, was educated at Bradfield College, Sidney Sussex College, Cambridge and St Thomas's Hospital and qualified MA, MB, BChir. He is a member of the Fabian Society and the Medical Practitioners' Union, a Fellow of the Royal Society of Medicine. He is chairman of the South West Regional Sports Council and a former Governor of Charing Cross Hospital. He was a member from 1966-68 of the Select Committee on Science and Technology and is particularly interested in science policy.

ADMIRAL SIR MICHAEL LE FANU,
G.C.B., D.S.C.

Chief of Naval Staff and First Sea Lord

Admiral Sir Michael Le Fanu was born in August 1913 and educated at Bedford School and the Royal Naval College, Dartmouth. The son of Captain H. B. Le Fanu, RN, he entered Dartmouth as a cadet in 1927, passing out in 1931 to take up his first appointment aboard HMS *Dorsetshire*. In 1933 he was a midshipman in HMS *York*, and, following a course at Greenwich, became a sub-lieutenant in 1934. In 1935 he served in HMS *Whitshed* and in 1936 as a lieutenant in HMS *Bulldog*. In 1938 he qualified as a specialist in gunnery.

In 1939 he joined the cruiser *Aurora* as her first lieutenant and remained with her for 3 years, mainly in the North Atlantic and Arctic. He was mentioned in despatches for service in Norwegian waters, and gained his DSC in 1941 for his part in the destruction of an Italian convoy in the Mediterranean. In 1943 he joined the staff of Commander-in-Chief, Home Fleet serving in the battleships *King George V* and *Duke of York*; the following year he became gunnery officer of HMS *Howe*. He was appointed liaison officer with the US 3rd and 5th Fleets in the Pacific in 1945, and for service during this period was again

mentioned in despatches and awarded the US Bronze Star.

From 1946 to 1947 he was experimental commander at the gunnery school HMS *Excellent*, and afterwards joined the cruiser *Superb* as her executive officer. He was promoted captain in 1949, and was Naval Assistant to the 3rd Sea Lord until 1951, when he commanded the 3rd Training Squadron, and in 1953 was returned to the Admiralty where he served on the staffs of the Deputy Chief of Naval Staff and the 1st Sea Lord.

In 1954 he completed a course at the Imperial Defence College and in 1955 became commanding officer of HMS *Ganges*; from 1957 to early 1958 he commanded the aircraft carrier *Eagle*. He was promoted rear-admiral in July 1958 and was Director General, Weapons and Radio, for 2 years before becoming Flag Officer, Second-in-Command, Far East Station, until July 1961.

In November 1961 he became a Lord Commissioner of the Admiralty, 3rd Sea Lord and Controller of the Navy, having been promoted vice-admiral in October of that year. In September 1965 he was promoted admiral, and two months later became Commander-in-Chief, Middle East, in which appointment he remained until the British withdrawal in November 1967.

He took up the appointment of Chief of the Naval Staff and 1st Sea Lord in August 1968.

Admiral Sir Michael Le Fanu became a Companion of the Order of the Bath in 1960; a Knight Commander of the Order in 1963; and a Knight Grand Cross in the New Year's Honours List 1968. He has just been appointed Chief of the Defence Staff and takes up his new appointment in 1970.

ADMIRAL SIR FRANK R. TWISS, K.C.B.,
D.S.C.

Chief of Naval Personnel and Second Sea Lord

Admiral Sir Frank Twiss who has been Second Sea Lord since August 1967, was born in July 1910 and entered the Royal Naval College, Dartmouth in 1924. Admiral Twiss served in the battleship *Revenge* in 1927 and went to HMS *Rodney* for her first commission. He later served in the East Indies, and in HMS *Malaya* before specialising in gunnery and becoming assistant gunnery officer of the Atlantic Fleet flagship HMS *Nelson*.

Between 1936 and 1938 he served in HMS *Grenville* in the Mediterranean during which time he participated in patrols connected with the Spanish civil war and the NYON Pact. He attended the RN Staff College shortly before the outbreak of the 2nd world war. When war broke out he was serving in HMS *Malcolm* in home waters and the Atlantic, later joining HMS *Exeter* as gunnery officer on that ship's



return from the River Plate action. He was serving in HMS *Exeter* when she later was sunk following the battle of the Java Sea in 1942. Admiral Twiss was picked up by a Japanese destroyer and remained a prisoner of war until repatriated in 1945. He was awarded a DSC for his part in events before the sinking of HMS *Exeter* 4 years previously.

After a series of courses he was appointed in command of HMS *Porlock Bay* and became the executive officer of HMS *Excellent*. From 1951 to 1953 he was deputy secretary Chief of Staff's Committee at the Ministry of Defence in London and from June 1953 to December 1954 was Captain of the Fishery Protection Squadron. After attending the Imperial Defence College in 1955 he was appointed in command of the RN Air Station, Bramcote, in December 1955 and commanded the cruiser *Ceylon* from December 1957 until April 1960, when he became Naval Secretary to the 1st Sea Lord.

He was appointed Flag Officer Flotillas Home Fleet, in September 1962, was promoted to vice-admiral in February 1963 and later appointed as Commander Far East Fleet in January 1965. He was promoted admiral in December 1967. He was created a CB in 1962 and a KCB in the New Year's Honours in 1965.

**ADMIRAL SIR HORACE R. LAW, K.C.B.,
O.B.E., D.S.C.**

Controller of the Navy

Born in June 1911 in Dublin and is related to Nelson through his great great grandmother Charlotte Nelson, Duchess of Bronte. He entered the Royal Navy in 1929 from Sherborne School and later joined his first ship, HMS *Erebus* at Devonport. He served as a midshipman on the East Indies station under Captain, later Admiral of the Fleet Lord Fraser and obtained 5 first class certificates during sub-lieutenant's courses.

In 1937 he qualified as a gunnery specialist and 2 years later, in 1939, did the advanced course. On the outbreak of war he joined HMS *Cairo*, an anti-aircraft cruiser, and after that ship was damaged in the Norwegian campaign, for which he received a mention in despatches, joined HMS *Coventry*, another anti-aircraft cruiser. He spent 18 months in this ship under Admiral Cunningham and took part in the Greek and Crete campaigns for which he was awarded the DSC.

After a year of doing anti-aircraft experimental work he joined HMS *Nigeria* in the United States where she was being repaired and subsequently saw service in her in the Eastern Fleet. At the end of the war he had command of the gunnery training ship *Modeste* and was promoted to commander in 1946. After service in the Admiralty he was appointed fleet gunnery officer Far East Fleet in 1949 and took part in the Korean War, being awarded the OBE.

After being second in command of the aircraft carrier *Triumph* he was promoted to captain in 1952 and was the first captain of HMS *Duchess*. On completion of 18 months in command of *Duchess* he served for 2 years as chief of staff, Plymouth under Admiral Sir Alexander Madden and was appointed Director of the Royal Naval Tactical School, Woolwich in 1956. After commanding HMS *Centaur* from 1958 to 1960 he was appointed in command of the Britannia Naval College, Dartmouth where he served from August 1960 to December 1961. It was during this appointment that he was promoted to rear-admiral on July 7, 1961. This appointment was followed by an appointment to Portland as Flag Officer Sea Training from 1961 to 1963 and then as Flag Officer Submarines from 1963 to 1965.

He was made a CB in the Birthday Honours 1963 and was promoted to vice-admiral in 1956. He was made a KCB in the New Year's Honours in 1967 and promoted to admiral in September 1968. He took up his present appointment as Controller of the Navy on July 27, 1965.

**VICE-ADMIRAL A. F. TURNER, C.B.,
D.S.C.**

Chief of Fleet Support

Vice-Admiral Turner was born in 1912, son of Rear-Admiral A. W. J. Turner. He was educated at Stonyhurst College and entered the Royal Navy in 1931, subsequently becoming an engineering specialist.

He was promoted commander in 1947, captain in 1956, rear-admiral in 1964 and vice-admiral in 1968. He was awarded the DSC in 1945 and made a CB in 1966.

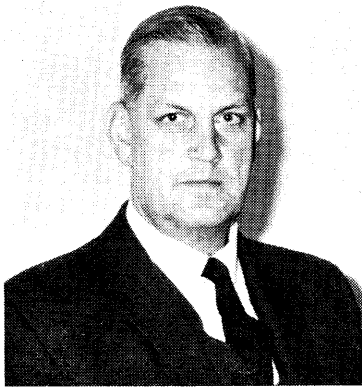
He was Director General Aircraft (Navy) in 1966 and is now Chief of Fleet Support.

**VICE-ADMIRAL E. B. ASHMORE, C.B.,
D.S.C.**

Vice Chief of the Naval Staff

Vice-Admiral Ashmore took up his present appointment as Vice Chief of the Naval Staff on January 3, 1969. He was born in 1919 and entered the Royal Naval College, Dartmouth in 1933. He served as a midshipman in HMS *Birmingham* on the China Station until shortly before the outbreak of world war two. Early in the war he served in HMS *Jupiter* in the Home Fleet and took part in the Norwegian campaign, a night action off the Lizard and the bombardments of Genoa and Cherbourg. He took part in Russian convoy operations and was awarded the DSC when serving in HMS *Middleton* during a convoy to Malta in 1942.

After specialising in communications in 1943 he served on the staff of Commander-in-Chief, Home



Fleet. From 1944 to the end of the war he was flag lieutenant and squadron communication officer to the Flag Officer 4th Cruiser Squadron in the British Pacific Fleet, serving with the British Task Force in support of the Okinawa and subsequent operations and was mentioned in despatches.

In 1946 he qualified as a Russian interpreter and afterwards was Assistant Naval Attache in Moscow. He was promoted commander in 1950 while serving in HMS *Vengeance* as squadron communication officer in the 3rd A/C Squadron. As a commander he served in the Radio Equipment Department of the Admiralty and then took command of the despatch vessel *Alert*. He was promoted captain in 1955 when commander of HMS *Mercury* and served as Assistant Chief of Staff (Communications) on the staff of the Commander-in-Chief Allied Forces Northern Europe in Oslo. From 1958 to 1960 he was Captain (F) of the 6th Frigate Squadron and in command of HMS *Blackpool*.

From 1960 to 1962 he was Director of Plans at the Admiralty and then Director of Plans to the Chief of Defence Staff in the Ministry of Defence with the rank of commodore. In 1963 and 1964 he was Commander British Forces Caribbean Area and Senior Naval Officer West Indies. He was promoted rear-admiral in January 1965 and served from March 1965 to February 1967 as Assistant Chief of Defence Staff (Signals) in the Ministry of Defence with responsibility for general signals policy and joint communications. He then served as Flag Officer Second-in-Command Far East Fleet from April 1967 to August 1968, being promoted vice-admiral in July 1968.

Vice-Admiral Ashmore's father is Vice-Admiral L. H. Ashmore, CB, who retired in 1946. His younger brother is a vice-admiral and is at present the Chief of Staff to the Commander-in-Chief, Western Fleet and is soon to become Chief of Staff, Allied Naval Forces Southern Europe.

MR. B. W. LYTHALL, C.B., M.A.
Chief Scientist, Royal Navy

Mr B. W. Lythall was born in 1919 and joined the experimental branch of HM Signal School, later to become the Admiralty Signal Radar Establishment, in December 1940, after reading physics at Christchurch, Oxford, where he gained a MA. From then until the end of 1953 he was engaged in various aspects of radar research and development, initially on generation of high-power microwave pulses and afterwards on most aspects of microwave techniques. For the last few years he specialised in aerial practice at microwave and other frequencies, and was in charge of the station where this work was conducted. In 1954 he moved to the Admiralty Research Labora-

tory, Teddington, to join a new group working on underwater acoustics research, and later in the same year was promoted to Senior Principal Scientific Officer in charge of the group. In 1957 he became Assistant Director of Physical Research at the Admiralty, and in October 1958 was promoted Deputy Chief Research Officer and returned to the Admiralty Signal and Radar Establishment to take charge of the department concerned with radar research and development and allied topics. In October 1960 Mr Lythall was appointed Chief Scientific Officer and moved to Portland to become the first Chief Scientist of the newly created Admiralty Underwater Weapons Establishment. This was an amalgamation of the former HM Underwater Detection Establishment and the Underwater Weapons Establishment. The latter had itself been formed in 1959 from three earlier establishments in Greenock, Havant and Bournemouth, so that the new complex represents the final stage of the Admiralty plan for working on various aspects of research and development in the underwater field.

On 19 May, 1964, Mr Lythall was appointed Chief Scientist (Royal Navy), a full member of the Admiralty Board of the Ministry of Defence. In that capacity he also carries out the functions of the former Deputy for Research and Development to the Controller of the Navy and superintends on behalf of the Controller's department. At the same time, as Chief Scientist (Royal Navy), Mr Lythall is a senior member of the Defence Scientific Staff.

MR. S. REDMAN, C.B.
Deputy Under Secretary of State (Naval)

Mr Redman was born in 1914 and educated at Manchester Grammar School and Corpus Christi College, Oxford.

He was Principal Private Secretary to the Secretary of State for War from 1942 to 1944, Assistant Under Secretary of State, War Office from 1957 to 1963 and Assistant Under Secretary of State, from 1963 to 1964. He became the Deputy Under Secretary of State (Naval) in 1964.

R. J. PENNEY, ESQ
Assistant Under Secretary of State (Naval Staff)

From October 1964 to September 1966 Mr Penney was Assistant Under Secretary of State (Material-Naval).

Born in 1919 he was educated at Westminster School. His war service was served in the Royal West Kent Regiment, and from 1946 until 1964 he was a civil servant at the Air Ministry which included service with the Far East Air Force, Singapore from 1960 to 1963.

to Casablanca. After that, stand-by Portsmouth! *Blake* will be back home again for a well-earned Xmas leave. A Happy Xmas everyone and a Prosperous New Year.

(By Ed. Staff of FOST and Whitehall Commcen ship-shore operators—take a bow!)

CLYDE SUBMARINE BASE

Greetings from the Commcen, set in the heart of beautiful downtown *Neptune*, home of the 3rd and 10th Submarine Squadrons and the temporary abode of many workup submarines.

The staff, 24 good men and true and 25 Wrens, are made up from Submarine and General Service ratings on widely different types of posting. Without a doubt the Wrens provide a stabilising influence both professionally and socially to form a most valuable part of the staff.

Our primary responsibility, submarines, does not however prevent us from serving numerous other authorities in the whole of the Clyde area and welcoming to Faslane many of the secondary naval vessels. Those that spring to mind are *Llandaff*, *Whitby*, *Naiad*, *Eastbourne*, *Fawn*, *Fox*, *Leander*, *Van Galen*, *Hamburg*, *Overijssel*, *Keppel* and *Victorious* (she's stopping, but see photo below). To the other we say 'Haste ye back'.

Apart from a first rate up to date and most comprehensively fitted Commcen (you name it, we've got it) we also run an efficient lonely heart club and have the marriage licences to prove it.

PO Wren Dales, Ldg Wren Barbara Kelf, Wrens Brenda Liggins and Vivienne Carver to name but a few. Wren Susan Shreeves has been selected to assist the RN Recruiting Team touring Scotland.

Sportswise PO Wren Reed plays a great deal of

hockey and LRO Jones has a lovely black eye after boxing at Rosyth. Wren Elizabeth Dixon represented us at swimming, RO2 Jamieson at 'running' (we caught him in London . . . timekeeping done by NPM London).

Lt-Cdr Todd is in overall charge, assisted by Lieut Sanders, both of whom claim more submarine hard layers than all the rest of the submarine personnel in the Commcen put together. In the chair is your scribe CRS Monaghan, aided and abetted by CRS Parkins (Workups), CCY Kennedy, RS Hood (E.W. Workups), RS's Clarke, Bilby, Woods, Tyson and Ewins. We congratulate Lt-Cdr Wilson, our systems engineer, on his recent promotion.

Footnote: CRS Monaghan received a crash draft to *Renown* (Stbd) 5 minutes after handing in this article. . . he left muttering 'Never again'.

HMS EAGLE

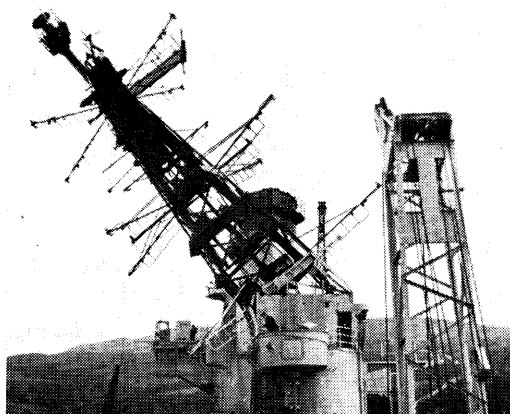
RO3 J. A. M. STRANGLER,
2MA4 MESS,
HMS EAGLE.

My dearest Felicity,

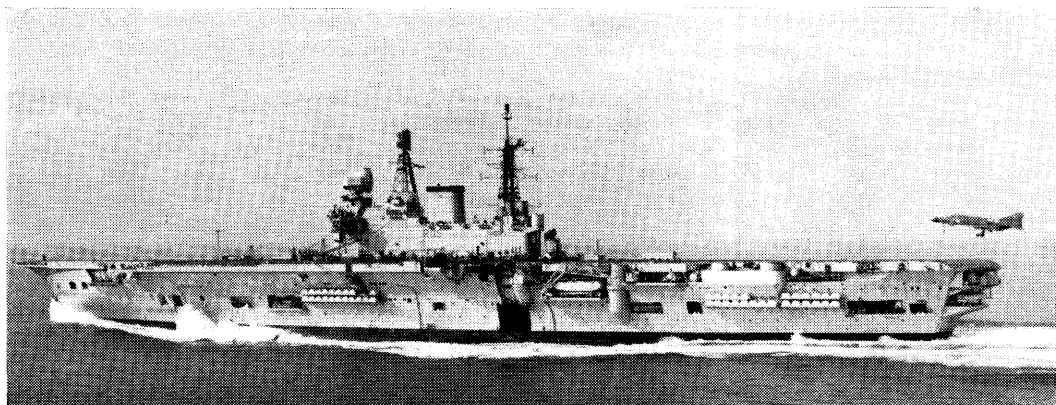
I am sorry I couldn't make it home on leave last summer but Chief asked me to rig him a main roof. 'No, love not on his house, on the ship'. 'No, love it's a kind of aerial thing'. I'm sorry I wasn't there when you and your Mom came down to see me for the Navy Days, but at the last minute they brought it forward and by the time you got down to 'Guzz' we had sailed for an exercise in the Atlantic.

We went into 2 watches for the exercise with me in charge of the one and the Chief in charge of the other. I tried not to play any favourites when I made out the watchbill, but there's this nice bloke called Lt-Cdr Ellis and his 2 oppos Lieut Briggs and Subbie Phelps who I let go as daymen to help out with the paper burning and stuff because they did a lot of good work for me during PCWF. Do you remember that nasty RS Scott who pinched your (you know) when you came onboard on commissioning day? Well just to make him jealous, I sent RS Evans over to the USS *Newport News* to liaise with the Yanks who hadn't got a clue about communications. Anyway RS Evans came back with a signed colour photograph of the admiral in charge of the exercise saying thanks to RS Evans and RO3 J. Strangler, without whom the exercise wouldn't have been possible. I sent him one back—you know that one of you and me in the photy booth at Pompil, and signed it with the same thing he put.

After the exercise we came back into Plymouth for the one night when I meant to phone you but the Captain wanted to go ashore to see his missus about her RA money so I said I'd look out for him. We sailed the next day for Gib and the engineer officer did very well in getting us there in quick time (I told him I wanted to get some rabbits before the shops closed on Saturday). When we got there I made



HMS 'Victorious'
'Hey wrong mast'



HMS 'Eagle'

most of the blokes daymen and they were so chuffed a couple of them, CRS Marks, RS Haughty and RS Breen, took me ashore for a few wets. Well after Saturday I decided not to go ashore anymore as I've got this oppo whose job it is to go to the regulating office every so often and work and stuff, so I decided to keep him company.

When the weather started turning nasty and it was obvious to ole Franco from the messages my oppos and me were flashing him with the 20" that he wasn't going to get Gib without a punch-up, we decided to sail for the Med and this American ship, the *John F. Kennedy*, asked the skipper, who asked me, if we like to join in this exercise he was doing with some other ships called 'Large Crack', or 'Deep Furrow' or someat like that, so I says yes (well he was so keen I hadn't the 'eart to say no) but I wasn't going to put my lads into no 2 watches again, so I put all me daymen like that old RS Bray (and he 'ent 'arf dripping) and LRO Vickers into a watch and we're staying in 3 watches. I kept the best job for myself, as usual, on the broadcast bay, so's I can take proper charge of the office. I let RS Fox 'ave a bit of sick leave in Guzz and now the Chief Yeomans gone home sick as well, but CY Farnes and RS Haughty and some of the others are 'aving their wives out to Malta for the fortnight and we've got in there at the end of the month. You know I'd love to 'ave you out there Felicity love, but the skippers specifically asked me to take charge of the comms set-up ashore at a place called the 'Gut' so I'd be far too busy to show you round and that.

I did buy you a Xmas rabbit in Gib love but on the way back to the ship the liberty boat sank so I'll have to try and pick you one up in Naples or Gib on our way home. I don't suppose you could see your way clear to sending me a couple of quid? It's not for me you understand, but the skippers a bit short, and me and him being oppos, you know. So I'll have to go love the chiefs just come in and he probably wants me to make out tomorrow's compro for him.

Lots of love,
DAVID.

HOW TO RIG THE MAIN ROOF AERIAL ON AN AIRCRAFT CARRIER

By RS E. Scott

It was a cold, wet and utterly miserable Friday afternoon, one of those awful days that only the West Country can produce. Only half an hour to go before I would be legging it ashore on a long week-end. My intrepid Chief Tel materialised in the office doorway. 'Ah Pots' he said with commendable enthusiasm, 'smally job for you on Monday—you have been carefully selected at random from a short list of ten to perform this small task for the good of the ship, and the Glory of the nation'. 'Cheers a bunch Chief', I replied somewhat less enthusiastically, 'what is it?', paint ship, or showing Wrens around or something nice like that?' 'Well—er . . . not exactly winger', he said evasively, 'point is—we have got to rig the main roof'. He went on quickly, ignoring my gasp of dismay, 'Ten hands 0800 Monday funnel deck—take your time, only I want it finished by Friday'. Before I could appeal against this piece of gross injustice, he was gone, having produced a turn of speed in the execution of his departure that I do not expect to see equalled in a 5th five Chief. What a pleasant weekend I would have with a sentence like that hanging over my head. A born fatalist, I bet myself ten bob that my car would not start when I got to the car park. It didn't.

The weather that weekend matched my mood perfectly. It was so cold and wet that even the hardest of birds had ceased to sing. (Although to be honest I couldn't really remember them ever starting). Anyway even if they had felt like singing I would probably have blasted them out of the trees. Chief Tel, funnel deck, icers, main roof . . . shave off.

On the Monday morning I duly presented myself at the base of the funnel, swathed in yards and yards of pusser's Burberry, looking for all the world like some refugee. On the flight deck, stamping and wheezing earnestly up and down was a collection of khaki overcoats cleverly disguised as the Royal Marine

band. The brass section, identified easily by the great clouds of steam surrounding them, and their flushed faces, were blowing fit to bust. To no avail I'm sorry to say, for no sooner had the sweet notes left the instruments than they were whipped away by the raging gale, perhaps to the delight of the inhabitants of Torpoint. All very nice. But where were my hands? A quick skirmish round the lee side of the funnel produced two of them, cowering from the wind and looking thoroughly dejected. 'Where are the rest then', I asked hopefully. The leading hand, a saturnine character at the best of times, told me that two of them had failed to return from weekend; another was sick on shore; one had gone on draft last month; one was cook of the mess; one had cleverly produced a light duties chit; one at commander's defaulters and one was 'just coming'. Not a bad tally as carriers go.

'Righto then men', with as much enthusiasm as I could muster, clapping my hands together and rubbing them briskly, 'Let's get the show on the road'. Stage 1 in retrospect was relatively easy. It required one hand at each end of the aerial at the foremast and mainmast to disconnect the shackles and clip on the downhauls. Then the aerial would be lowered gently on to the funnel deck. The operation was achieved without too much trouble, except that I couldn't have explained the 'gently' bit too well. It was a little tricky dodging the shower of falling glass when the insulators smashed against the funnel. After the aerial had been lowered I did a quick head count and found that one of the fearless mast climbers was missing. A glance skyward found him hiding behind the radar aerial. He was too scared to come down. He had dropped his pliers from the top of the mast on to the jetty! I rushed to the side and there to my utter chagrin, saw mustered a large crowd of dockyard mateys, faces upturned and making unmistakable warlike gestures. I decided to abandon the pliers.

Stage 2 was also pretty easily accomplished—the reconstruction of the aerial. This was carried out in the heavenly warmth and security of the BIO, having persuaded the normal occupants that there must be a better place to do the crossword. The hardest worked members of the gang during this period were those in the foraging party, employed solely in nicking tools and equipment from the Greenies.

Stage 3—gloom and despondency. The dockyard decided that this was a good time to rig scaffolding round the funnel. Simultaneously the boiler room people thought it an excellent time to float the funnel safety valves, and also to pump out as much evil-smelling soot as possible. It was with not a little apprehension that we lugged the new aerial out to its hoisting position. The dockyard mateys, clinging desperately to their scaffolding, looked a bit worried too, come to think of it. Up aloft scrambled the two stalwarts, proving a distinct possibility of Darwin being wrong. We clipped on and slowly started hoisting but as the aerial reached the top of the funnel an insulator shattered. I watched in awe as the flying

yardarm swung crazily downward and all but knocked the mateys from their precarious perch. Their rage was terrible to witness; their leader, a stocky red-faced man, leapt up and down on the platform, screaming hysterically and waving his arms around like a possessed bunting. Using my best parade ground voice I managed eventually to stop my ill-mannered lot from laughing aloud. I strolled uneasily across to the mah where an important message awaited me, the contents of which do not bear repetition. Apart from one of the bolts falling into the funnel there were no further interruptions and we got the thing up by Friday. The next time we need a new main roof I'm sorry, but I will just not be around.

FORMAL THOUGHTS FROM FASLANE

by Lieut C. H. Sanders, RN

There is no doubt that security considerations mean that gone are the days when comprehensive communication matters can be aired in THE COMMUNICATOR. Having produced THE COMMUNICATOR for 2 years this problem was well known to me. However, here, with intelligence gathering vessels sitting right on our doorstep permanently, we are given a constant awareness of their threat.

It is felt here that the emphasis is now changing and that the Naval Front Line will be manpower, not equipment for many years to come. The greatest assets of our Branch are the men and women, without whom no communications would be possible.

Forever on offer are new equipments that (according to the salesman) can do things we have never even thought of doing! Thanks to the efforts of ASWE, X Section HMS *Mercury* and the staffs of the ships who carried out what must at times have been tedious trials, we now have black boxes that are reliable, simple, and that can be manned by personnel less comprehensively trained than previously, e.g., recently a Wren(M), only 5 weeks ex *Mercury* training, handled over 120 signals on her own in one afternoon.

However pleasantly nostalgic we like to be, morse can have only a limited application in an environment requiring the speedy transmission of long signals laid down in a precise format with the need for instant interpretation on receipt by the addressees.

An increasing proportion of the submarine arm no longer need to look with envy at the labour saving ICS fitted surface vessels. However, such equipment with a potential for world wide access to naval and commercial circuits demands a comprehensive knowledge of the organisation involved if the equipment is to be fully exploited. Such experience is not easy to obtain by operators only able to communicate on a straightforward but rapidly reducing number of morse stations.

One possible solution (there are others that may well be more valid and practical) is that at the LRO(G) stage, a period of loan service (retaining submarine pay as present rules now allow) in an ICS fitted

Leander be arranged, such time to include where possible, a Portland Work-up and one overseas spell. Such experience could be followed by an RS(Q) Course. The understanding of the capabilities/potential of such escorts would come in the most easily digestible manner—practically, as opposed to in the classroom or from a book.

It is felt by the workup staff here that this would be of immense value to an RS(S/M) in charge of an ICS fitted submarine.

We are far from complacent here even if the days of the DTN and Sub ex primary only have become but dim memories.

HMS FEARLESS

by LRO(G) Stewart

After the management's last attempt at humour, serfdom is now making an attempt, in the form of a committee composed of various elements of our ROMFT (Radio operators meeting for tea) staff. As we are nearing the end of our commission we thought we would send a few tips to those lucky people destined to become 'LPD Boys' for the next 2½ years. Our advice is DON'T but as you will probably not have much choice in the matter, bring plenty of painting equipment, patience and drafting preference cards.

I'm afraid, apart from the fact that we arrive home next June, there is nothing really nice to write about—trips to Tokyo and Hong Kong brought numerous 'Fines and Nines' into the department. Freemantle we hope may be a bit better; perhaps we may not have quite so many passengers onboard complaining about conditions. It isn't really true the daymen spend their time clipping tickets, but several people have been to 'Cooks' for instructions on how to be a competent guide.

We have had several attempts at sports, actually winning a deck hockey competition and semi-finalists in the six-a-side. But once outside the ship we usually end up winning the singing competition afterwards and that's about all. Our major sporting interest lies in darts and we are willing to take on anybody with no arms. We have now completed, nearly, a whole exercise. We have Summer 'Frolicked'. 'Kushi Shikari,' was all Kushi and no shikari. But we are now near the end of 'Sea Horsing', those being the three major non-events of our Far East leg so far. We are assured that being the only large ship on the station we will be picking up plenty more work in preparation for the Far East withdrawal. Also it must be nearly time for . . . to pay us another visit, or perhaps he hasn't appreciated that LOA is higher here than in Gibraltar and Lagos, and our autographed photos are beginning to fade.

Wishing our reliefs the Best of British (they need it), we will get back to our secondary occupation, 'communications' which apart from our other varied tasks is still part of our job. We may even finish the exercise this time!

FLAG OFFICER SECOND-IN-COMMAND FAR EAST FLEET

by CRS M. J. Matthews

Let me first introduce the principal characters:
FO2 FEF: Rear-Admiral T. T. Lewin, MVO, DSC.
Staff SCO: Lt-Cdr A. H. Lorimer—Late NEDO,
Mercury.

Flag Lieutenant: Lt-Cdr C. W. Hunter—Late Long Course, *Mercury*.

Staff CRS: CRS M. J. Matthews—Late 'X' Section,
Mercury.

Staff CCY: CCY E. A. Tyrreer—Late NE Section,
Mercury.

Staff CRS(W): CRS(W) W. Baillie—Late *Neptune*.

The flag is at present being flown in HMS *London* (Captain P. G. Loasby, DSC, RN) the one and only DLG serving on the Far East Station.

On September 23 *London* left Singapore Naval Base bound for New Zealand and Australian ports. The trip was to have a two-fold purpose. Firstly it was the principle RN unit at the Cook Bi-centenary celebrations to be held at Gisborne, secondly it was to participate in an exercise in Australian waters involving ships of the RN, RAN, RNZN and RCN.

The voyage south was made via the Java Sea and Great Barrier Reef in company with the New Zealand frigate *Otago* which was returning to her homeland after a period with the Far East Fleet. The weather was extremely good and the opportunity was taken of exchanging ratings between ships for periods of four or five days so that each could learn more about how the others live and work. During the latter part of the voyage a friendly sporting competition involving tug of war, rifle and pistol shooting, deck hockey and uckers was staged, with the satisfying result of a draw. Needless to say the friendly New Zealanders (with a large number of hefty Maoris in their team) walked away with the tug of war!!

After a brief 24 hour stay in Auckland the morning of October 7 saw us in company with units of the RN, RAN, RCN, RNZN and USN led by HMNZS *Blackpool* (flying the flag of the New Zealand Chief of Naval Staff—Rear-Admiral R. A. Carr, DSC). The ships in company were: HM ships *London* and *Argonaut*, HMC ships *Saskatchewan*, *Qu'appelle* and *St Croix* and USS *Hoel*. RFA *Tidereach* provided a replenishment demonstration during the passage down to Gisborne which was closely watched by the cadets under training in HMAS *Anzac*.

Our arrival in Gisborne caused quite a stir and many people braved the elements (it was blowing a real Hooligan) to watch the ships squeeze into their tiny harbour. As it was four ships had to ride it out in the bay due to lack of space.

October 9—200 years to the day that Captain J. Cook, RN, sighted land and discovered the country now known as New Zealand—dawned warm and sunny. After a simple ceremony at the Cook memorial at which the Hydrographer of the Royal Navy (Rear-Admiral G. Ritchie) dedicated a new plaque in honour of the great surveyor and sailor, the main

parade of the day, during which units of all armed forces led by the combined bands of the Royal Marine Commandos and the RNZN took place. The parade marched past the official dais with the salute being taken by the Governor General of New Zealand.

During the afternoon the official commemoration ceremony took place at Endeavour Park at which the Governor General read out a letter of congratulations from Her Majesty The Queen. This was followed by a colourful half hour of Maori singing.

The pride of place for the day's celebrations must really go to the Beating of the Retreat by the combined bands of the Royal Marine Commando Brigade and the New Zealand Navy Band which brought the crowds to their feet in a standing ovation. The fire-works display that followed ended the day's events, during which the weather had remained kind, and left everyone present with memories that will remain for a long time.

The following day *London* left for Wellington—the less said about the weather the better—and after four days in the capital we sailed to the South Island and after a sightseeing trip in Queen Charlotte Sound made for the port of Lyttleton (and the city of Christchurch). No visit to the land of 'the long white cloud' could be described adequately without mentioning the terrific hospitality that everyone onboard met with. During the day the ship throbbled with the movement of sightseers (Mums and Dads and school children alike) and during the evenings there was a mass exodus to enjoy some of the home hospitality that was extended to the ship's company.

The highlight of our New Zealand trip was to have been a trip up Milford Sound, however the weather was against it and we lurched and plunged our way across the Tasman Sea, arriving at Hobart rather travel stained and weary.

After Hobart we will be spending 2 days in Melbourne. This will be followed by a 14-day period in the Jervis Bay area exercising with the other participants in the exercise before arriving at Sydney for another 10 days of Australian hospitality.

The staff CRS hasn't been seen onboard at any of the ports of call—and rumour has it that this is something to do with his 'Electronic Lasso'. We feel sure this is not really what the Post Office intended him to do when they granted him permission to operate on the Ham bands. He has also appeared on NZ TV and is a regular performer on the ship's local TV station.

The future—the staff are due to disembark from *London* when we get back to Singapore and after a short period in *Fearless*, with exercises and visits to SE Asia, it appears that we might just be coming back down this way again. Then there is always 'EXPO 70'.

HMS HARDY

by RO1(T) L. Pierre and RO2(G) G. Torrens
Yoo-Hoo from ICPI. To all and sundry reading this article we say Bon Chance. Synch ZBZ5. Since commissioning the *Hardy* (URGH) we have had a full time job on our hands, as the landlords of the

following pubs will confirm: Golden Fleece—Portsmouth, Bridge House—Chatham, Breakwater Hotel—Portland, the Castle and Key—Gib and of course the 'Pinky', where many old acquaintances were renewed and fresh ones founded.

The first day of our scheduled work-up ended in flames, when the main stay of the ship (the galley) was burnt out. Thus an association with the locals in Chatham. After seven weeks of strenuous refit routine we once again set our sights on the Happy Haven for Weary Matelots, Portland. After many trials and tribulations we were accepted as one of the Portland Squadron, and we're still wondering when our work-up will end.

At the time of printing we will be indulging in the flesh pots of Hull and thence to Rotterdam where the females are known to be nubile and roll their own. As a Squadron run it should prove interesting. The guiding light of our lives is our SCO(NO) Lieut J. F. King (Billie-Jean to his affectionate minions). The department consists of (G) RS Willson (Tug baby) LRO Middleditch (Horizontal) RO2 Torrens (so pure) RO2 Gaulton (go on then) RO2 Pritchard (Rat) RO3 Wright (sparks). (T) LRO Clark (gimme de money) RO1 Pierre (gimme a draft) RO2 O'Kelly (Plymouth Ho?) RO3 Easter (King) and last but by no means least (?) JRO Carr (Baby Boots). So from us to all Communicators who will be visiting us in the future we'll be seeing you, and remember *Hardy's* favourite time for collecting hand messages is around 1145.

HMS INTREPID

On a clear sunny day in December 1968 in Singapore dockyard the curtain rose for the second act in the 'Life of HMS Intrepid'. To the majority of the communications element it was the start of a unique experience in a troopship-cum-dock-cum-airfield-cum-tape relay centre.

Within a short time we had progressed through the many shakedown trials and were ready to play our part as the main armament of the 'MIGHTY I'. Incidentally this nickname came after our liaison visit of USS *Intrepid* and after numerous sports we came off with our nickname and the Americans went away quite happy to be known as the 'BIG I'. The powers that be were good enough to allow us to enjoy a hectic, riotous Crimbo before sending us out to the first of many exercises. Much to everyone's relief the message handling system (which we diligently practised on numerous occasions) actually worked with no major difficulties. By this time our Royal Signals counterparts, 661 Troop (Pongo's) were settled in and getting the hang of matelot's jargon and habits, ie, dhobey buckets, wingers and sea dads. They soon achieved their communicational sealegs and eventually we had them manning the C & M desk and had the 2 corporals as LHOWs (LOLOLOLO).

Our other achievements worthy of note are a succession of MRLs with over 21½ hours availability (covered) as an average. We managed to keep an

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MRL from the time we left Hong Kong until arrival at Gibraltar—we even had to keep it in Durban. We worked Victoria Barracks (Hong Kong), Stonecutters (Hong Kong), RNCC Singapore, RAF Changi, Mauritius, Bahrain and finally Gibraltar. Quite an achievement when one considers that at times the RSOW had Royal Sigs, Marines, Royal Artillery Sigs, Paratroopers, Airmen and Matelots on watch in the same office at the same time. Enough of our technical glories, we'll now proceed to boost our readers egos with our recreational accomplishments.

The soccer team proved themselves as a team to be reckoned with and have to their credit defeats registered to Kranji W/T, 18 Sig Regt and RNCC Singapore. The record to date stands at:

P	W	D	L	GF	GA
20	12	3	5	54	36

We will endeavour to maintain our high standard during our visit to UK.

The department has been well represented in the aspects of rugby, hockey, cricket, basketball, water polo, uckers and now in UK one prominent member is ardently trying to do a 'Gary Player' on the golf links of Devon.

Our places of visits were few but rest assured the lads did themselves proud in the many arts of 'good runs' even in St Helena where a certain army signalman met a certain vintage flat foot relation—George the tortoise.

At the time of writing we are in the hands of providence and Devonport dockyard, there being no difference to us. Despite the DAILY TELEGRAPH article on *Fearless* being fitted with Skynet—we have been fitted and are putting it to work NOW though to quote this illustrious daily paper again *Intrepid* is carrying out a self maintenance period at Devonport. We hope to communicate with you direct at the next Signal Officers conference—Covered.

As a closing note it is our honour to announce eight successes for ROI and one for Provisional RS. We wish a Merry Christmas to all our readers and remember, one day drafty may be kind to you and give you a posting to the 'MIGHTY I' . . .

HMS LAYMOOR—THE DEAN OF BOOMS

by RO2(G) I. R. Feltham

As far as I know this is the first time *Laymoor* has sent in an article for THE COMMUNICATOR so I think we'd better introduce ourselves. We are a boom defence vessel of the improved class following the famous BAR class and under the control of RNO Greenock.

Being the only Communicator onboard, one has to be rather a jack of all trades including the jobs of postman, captain's secretary, quartermaster and cook. On the communications front we survive on CCN and the boom defence nets with the old faithful Type 618. Many a radio check and INT QRK have been sent during the past 6 months, especially while we were doing work around the west coast of Scotland and Ireland.

By far our most trying task was the lifting of the old boom moorings at Milford Haven which were laid during the war. The shapes were hoisted nearly every day for two months during which time we recovered about 2,000 tons of boom mooring material and sometimes in the most unexpected places. Also during this period we spent some rather anxious moments under the 2 black balls! During our trips we have met quite a few ships of NATO and the old AA AA AA has become quite a feature of our life at sea. But life goes on and I'm sure we'll spend many more hours under the shapes even if they are the shapes we sometimes don't prefer!



It WAS in FOTI's, or was it EXTAC, or there again, it could be ATP 1(A) Vol 1, ACP 125, ACP 165, ATP 16, ACP, ATP, BR, DCI—HELP!

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LONDON S.W.6.

or to the R.F.A. Agent in one of H.M. Dockyards.

HMS LINCOLN

by D. A. Turner

Since we last logged an entry into THE COMMUNICATOR, the *Lincoln* has been experiencing post teething troubles, above and below the water line. A month alongside in Hong Kong rectified the bedstead radar incident, which involved the radar being offset by an orange force dockyard crane jib which scored a direct hit.

After a short visit to Japan, therein being indoctrinated into the tactics of Vietnamese warfare by the American marines in Wakuni, *Lincoln* joined up with the forces for 'Julex 69'. The exercise proved to be a weekend excursion at sea for us, as we were ordered back to the intensive care unit Singapore, because of a small but vital missing screw. The 48-hour job of replacing the port propellor by the ever efficient Sembawang Shipyard Co would not detain us from the much looked forward to Western approach to 'Guzz' via the States. Therefore as we limped out of the dockyard on our way home 3 weeks later, still on one shaft, it was to some small disappointment. I began composing this article after leaving harbour; it is 33 days since then, and the *Lincoln* is now rushing past the equator at a keel crushing speed of 10 knots, braking at Simonstown for a pair of days for a rest. The future fate of *Lincoln* lies in the forthcoming fishery protection gambit following 2 weeks' leave in October and fitted with twin means of propulsion, we hope.

The staff, as far as I can remember, consists of: An assorted crate of OD's, RO3's Doc Hayles, Istan Bull, Acker Atkinson, Paddy Ryan and Bones Dunnage. RO2's Ted 'Bosun' Haine, Noddy Innes, Ginge Hinton, Leo Lyons, Dad Dear, Andy(PC) Capper, Cookie Cookson, Ben Spall and Bernie Hankey. LRO's Alfie Rose, Ginge (The Kraut) Rose, Mick (Lom) Crowley, Pusser (Pallet Head) Hill. RS's Steve Stevens and Spike Hughes. Yeoman George (The Voice) Dance and not forgetting (Sometimes) the SCO Sub-Lieut (SD)(C) P. O. D. Munro.

From the COMSTAFFLINC to Communicators of the 1st D Squad and squadrons that may be (dis)honoured with us in the future, a Happy Crimbo and a prosperous propelling New Year.

HMS NORFOLK

From the ship at Wallsend comes this story of those that stand by in their glory,
A long time waiting for completion,
Norfolk's delayed again from leaving.

Whilst we hang around and wait,
CCY Hulse is at Calliope's gate,
for the lads their comms Instruction,
Biffers, Fleetwork and CB Destruction.

Wilkinson his hook recommended,
Mercury bound for killicks course intended,
February 8th he's heading south,
with words of wisdom from his mouth.

Hookey Parr has been to sea,
On the Fife learning has he,
Finding out what makes it tick,
some some info to him did stick.

Now we have an S.C.O.,
Lt-Cdr Duke we say hello,
hope he likes this mighty ship
keen to make the pompey trip.

Talent by the plenty have we,
tom hulse organises Norfolk's rugby,
Soccer for the ship plays Wilky,
Griffiths does his bit with hockey.

For the Norfolk and the Navy,
CRS and 2 won the gravy,
In a contest eating crisps,
ended up with sore lips.

Washed down by the best of beers,
eating crisps to onlookers' cheers,
30 bags we three did yaffle,
what a lot we had to snaffle.

Thinking this a change would make,
In a prose form it would take,
Now I've finished all the news,
So long see you from GSMUS.

HMS RAPID

By LRO(T) Hunt

Last term, the article was written just before Newcastle, this term, just before Middlesbrough. Several people are literally hungover?, from Newcastle, which most of us agree was a great run ashore, though some of our Scottish 'locals' couldn't vouch for this; being 'idiotic' enough to weekend nearer home north of the border as usual. This was put down to 'no sense of adventure' or 'too much Haggis'.

This term, although we tried we didn't manage a photograph of our sea going shoretide draft but it wouldn't have been very good advertising as we had a permanent 20 degree list to the 'right' on, to enable the mateys to repair a hole in the 'left' side of No 2 boiler room just under the waterline with which, we limped back to Rosyth from Invergordon. Taken either way, unfortunate or fortunate, we were booked for station changing and general manoeuvres with the *Hermes* that day and a RAS (which has never been done since the ship commissioned in March, 1967) with RFA *Ohwen* on the following day. Any way, sad? to say, we are 'Home' again.

Staff changes to date are the loss of RO2(T) Thornhill to *Beachampton* and the Gulf. The gain for a while of RO2(T)'s McCabe (*Bulwark* Nov), Third (*Danae* March, 70), Flynn and RO2(G) Robson and the loss of LRO(G) Davies to MHQ Pitreavie (*Norfolk*. End of the year) and gain of LRO(G) Burhouse. Also by the time of printing of this article, RO2(G) Holland to HMS Civvy Street.

So again half way through the term, with 2 weeks of AMP ahead, we will sign off.

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RADIO OPERATORS

There will be a number of vacancies in the Composite Signals Organisation for experienced Radio Operators in 1970 and in subsequent years.

Specialist training courses lasting approximately nine months, according to the trainee's progress, are held at intervals. Applications are now invited for the course starting in September 1970.

During training a salary will be paid on the following scale:—

Age	21	£800	per annum
	22	£855	" "
	23	£890	" "
	24	£925	" "
	25 and over	£965	" "

Free accommodation will be provided at the Training School.

After successful completion of the course, operators will be paid on the Grade 1 scale:—

Age	21	£965	per annum
	22	£1025	" "
	23	£1085	" "
	24	£1145	" "
	25 (highest age point)	£1215	" "

then by six annual increases to a maximum of £1,650 per annum.

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Applicants must normally be under 30 years of age at start of training course and must have at least two years' operating experience. Preference given to those who also have GCE or PMG qualifications.

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1ST SUBMARINE SQUADRON—

By CRS J. Belton-Perkin

The 1st Submarine Squadron which is normally based at HMS *Dolphin*, achieved the tremendous task of transitting the North Sea to Haakonsværn for a 14-day training period. This article is mainly about the communication staff we sent out to cover the watch-keeping duties for this period.

It was first planned to drive the transport (a 36-seater bus, 2 land rovers and a staff car) to Newcastle for transfer by sea but as the ferry was fully booked we, Lieut A. W. Crandon (SCO), 2 LRO(G)s, 3 LM(E)s and myself, ended up on a SAS flight and the transport was sent later by sea to Bergen. The remainder, 30 or so weapons and administrative ratings and 6 officers for operations and plans duties arrived later.

The facilities provided by the Royal Norwegian Navy were first class. The senior rates mess was out of this world with the majority of cabins single and only a few shared. Domestic facilities were perfect even to the issue of toilet soap and soap for washing clothes. Like most of the RN messes the lounge also acted as a bar with opening hours from 1600 until 2300, or until the beer ran out (at 1s 9d a bottle). The mess gear was of stainless steel and, therefore, rather strange to us. The meal hours were not so very different from ours but the food varied a great deal.

Communications, once set up, were first class with some of the most modern equipment but also some old stuff. We had 3 W/ks in each watch with CY Blackwell and self acting as daymen. The W/ks dealt with 2687 kHz (the equivalent to 4340 kHz) for the submarines in local waters; one for T/P traffic and crypto, and a LRO of the watch for routing and dealing with snags. The 3-watch system was worked throughout. It was very good working with the Norwegians and they could not do enough for us. But they did wonder why we did not take any Wrens with us. It seemed that when the 3rd Submarine Squadron went there last year Wrens were used for watch-keeping.

Four submarines from the 1st Squadron arrived for the first weekend (HMS *Narwhal*, HMS *Alcide*, HMS *Tiptoe* and HMS *Otus*) and the following week all submarines were exercising locally and carrying out a torpedo firing programme. The second weekend was spent in various Norwegian ports with the tactical phase of the training period lasting for 3 days. The 1st Squadron's torpedo recovery vessel RFA *Thomas Grant* was also in company.

It is a known fact that THE COMMUNICATOR is widely read in Norway, it was the only reading material available in English, and we all know the last edition backwards! So I would like to take the chance and thank all of the Royal Norwegian Navy Communication Staff at HAAKONSVÆRN for the friendship and assistance shown to us during our stay, and it is hoped that we may come again.

(By the editor.—Having spent a wonderful 3 years at the headquarters of CINCNORTH at a place called Kolsaas just outside Oslo I can fully support CRS Belton-Perkin's view about the hospitality of the warm-hearted Norwegian folk. They have a very high opinion of our country, our people and of our Navy. And in my experience this respect is returned in full measure.)

COMMANDER SUBMARINES MEDITERRANEAN

By a combined effort

We hail you from the city of Napoli, Italy, and for those of you who have never heard of a base in Napoli, and the old cry 'See Naples and Die', and you Communicators who are convinced that your lot is a seagoing one—lend me your ears! ! !

Naples is the home of the Headquarters Allied Forces Southern Europe, which is situated at the steeltown of Bagnoli, some five miles north of downtown Naples, and about half-way between the so-called extinct volcano Vesuvius and the very active volcano Sol Fatara. On the AFSOUTH post are several of the major commands in NATO, amongst them being Commander Submarines Mediterranean, known to far and wide as simply COMSUBMED. The British contribute four Communicators to this command, namely Lieut Alan Richards as the communication officer, CCY Davey Jones as the assistant comms officer, CY Geoff Smith as the commodore's yeoman, and last but not least RO2(G) Terry Adams as a watchkeeper. There are also two other Brits, who make up our Staff, they are PO(RP1) John Fisher who runs the war room and Writer Terry Why who controls the administration side of life. The remainder of the staff officers under an American commodore hail from the United States, Greece, Italy and Turkey, also the Communication personnel is made up from these nations. The order for COMSUBMED seems to be 'All Chiefs and no Indians', as apart from our RO2, the remainder of the personnel are of at least petty officer/sergeant rank depending upon their nationality. The language barrier sometimes becomes a little trying, but on the whole the only language barrier we have difficulty with is British and American, especially when it comes to word spelling!!!, but when the commodore and the chief of staff are both American, who wants to argue over spelling! ! !

On the work side of life at COMSUBMED, one can say we tick along quite happily, usually in four watches, but reducing to two watches during exercises. On the easy side of life, few people can find much to complain about, as AFSOUTH post offers something to suit everybody. We have an excellent 'all rates' night club 'The Flamingo Club', which offers top rate entertainment until 4 am; a slightly smaller night club 'The Anchor Room' (Italian style pop groups); various bars, including stag if so required, a huge bowling alley; many restaurants; a

golf course; movies, theatres, fishing, shooting and every other amenity you can hope for all at a very low cost to the individual. Also to top everything off, we have our own private beach for NATO personnel only.

On the family side of life in 'rough' Napoli, this is excellent, all of the Brits are accompanied by their families, and live in various villas/apartments overlooking the Mediterranean. The cost of living is extremely high, foodstuffs are at least twice that of the UK, and car insurance at least four times as high but when one ventures out on to the road and is challenged by every Neapolitan driver, who is convinced that the open roads are 'Brands Hatch', and will carry out deliberate attacks at you from all angles, this insurance is justified, seeing as only the military forces are covered—the average Neapolitan driver is not required by law to carry insurance!!! The current rate of overseas allowance is just reasonable, and is constantly under review, we all drip about LOA, but we all manage (somehow) to take advantage of the tax free Nato Car within six months or so (We need more LOA!). We have our daily 'Buy British' arguments, with Lieut Richards and RO2 Adams both sporting British cars, whilst both the CCY and CY sport new German Opels!!!, and stuck in the middle of the four of us is poor Bob Johnson (our American RMC—alsame British CRS) who has been waiting for the British Motor Industry to stop striking and give him his new TR6, now two months overdue, he has half of us saying 'Buy British' whilst the other half say 'Buy German', I think he is now lost and considering buying FIAT of Italy!!!

To conclude this article, and to avoid any of you putting in too early to relieve us in this present 'rough' draft, Terry Adams is due for relief June 70, whilst the CCY and CY are due for relief August and July, 71 respectively. Lieut Richards declines to say when he leaves!! We would now like to send greetings to all Communicators, wherever you may be.

HMS ULSTER

By RO(G) Ian P. Waugh

Wot's this . . . TROOPS? . . . In Ulster? All them barricades on the Burma Road . . . Wasn't that the messdecks party, scrubbing out again? . . . Women? . . . Schools? . . . Ain't seen my wife since 'JAMES THE FIRST OF ULSTER' (The Jimmy to you) knows when!!! . . . Wish I was RA in Orkney . . . Yes. Well. HMS *Ulster*. Despite popular belief that this is the second ship to bear the name in Her Majesty's Imperial Andrew, they're still using the original! And just because THE COMMUNICATOR hasn't heard of us for the past 11 years, when we were 'sweet sixteen(ish)' does not mean we were scrapped then! We've been floating around now since 1943, and are due for scrap in nineteencanteen, so now you are as wise as us!!! . . . Mind you, the SS *Esso York* did try to draw this thorn in JAMES recently, but experience told, and we slithered along her plimsol line, and popped neatly up from under

her port rudder, to vanish into the clouds of the Solent.

So now we carry on our other role; as navigation training ship for officers of about 127 different religions, we get in a bit of day running (15 times round the Isle of Wight and home for supper) between our numerii runs to, would you believe, Ulster, where the people of Bangor have adopted us ('cos we're old and need looking after!) and we have adopted the local orphanage, Kyle House, where we try to give a little pleasure occasionally; from the IRA we run to the Western Isles, where the local fishermen start worrying in case we're out to catch them poaching, or if not to just run them over whilst 'pinging' for monsters in Loch Nevis! (as if we haven't enough of them onboard already!). Then what? Invasion of the Vikings, (in reverse of course!) when we spend our time smoothing it over, round and sometimes almost under that ice stuff, in them fjord tnings, after which we usually manage a smally run in one or other of them continental resorts? (Like Bergen, or Bergen, or even, Bergen!).

Did you say comms staff?? wot's one of them?? We got a PO TEL, Joe Martin—oh! them's the ones! Well. Joe's leaving us, so he can go and sort out Fort Southwick; if his relief spends as much time 'TOT'ing up the mess beer bill, it should be nice and quiet in the office!!! Then Jim (Hooky Le Sparker) Jennings, who's trying to persuade a certain board to take his hard earned 'ackers and let him do his stuff on a TP at a certain airport in Brum! Then there's me (Jok Waugh) Good RA? 'Nuff said . . . and Pete (Saward), who's just gotten himself married, we couldn't find an (other) empty tin can, so we tied the 'Ulster', (complete with 'L' plate) (our badge of trade), to the back of his carriage instead . . . Then there's Flo (under 13 over 30) Forester . . . hhrumph . . . and Jose (Iche), our Gibraltarian brummie, who's in love with a different girl every leave! and then Half-inch, our six-foot 'baby' sparker—he never talks so I can't tell you nowt about him . . .

On the other side of the border, down MSO way, we have Taff Barton (leading Yeoman) who is, at time of writing, trying to pass a Ministry of Transport test, driving one (Fagan) Morris (RO2T) (From S. Wales way), round the bend . . . and 'Pale' Hale, who'll also be leaving one of these days, for them ol' Ilkley Moor type dole queues back home. (No vacancies for assistant brain surgeons at present!), and last, but not quietest, Puzzle (Riddle) (Baby Bunts) whose life ambition does NOT concern either NUNS or beer wagons, but who merely wants to cheer on the 'Arsenal' from a helicopter!!!

(From *all* the lads—whatever happened to the Dolly Picture? we'd appreciate her return!!!)

* * *

HMS UNDAUNTED

by RS F. Temperton

The voice of the Portland Training Squadron is seldom heard outside the Portland training area. However, we have been absent from our place of duty for some weeks, having a much needed refit at Chatham, and have therefore been completely mute. But things changed and we are tuning up ready to sing the praises of the Squadron, and the things we manage to achieve. During the stay at Chatham several members of the staff became involved with the local hospitals heart transplant, or something. Nothing permanent, although for a while we had our doubts as to two of them.

To occupy the time of the staff during our incarceration at Chatham we all went on courses of one sort or another. The RS and 2 RO(G)s went for PCTs—the shortest time onboard for any of them was 18 months, and that was not the RS. Two other members of the staff were lent to FOST for several weeks, to the mutual benefit of 2 RAs and FOST commcen. Obviously the *Undaunted* is needed in Portland all the time, in some form or other.

Since our last article our stalwart little SCO Lieut Pfennigwerth, RAN, has returned home, and his place has been taken by a bigger and bushier 'digger', Lieut G. D. R. Hammer, RAN. CCY Whitlock has left us for HMS *Scylla*, and his relief, CCY Whitehead, has, with the SCO, survived the work-up. With the trickle drafting system it would be too boring to enumerate the entire staff and the changes. However two names come to mind: LRO(G)s Bush and Vickers are leaving us for the peace and quiet of Civvie Street. Days to go—4 and 7 weeks respectively at the time of writing.

Work-up and work-out over, and presumably we passed. At least no mention of a rescrub so far. Now that we are back with the Squadron, our first duty is a jolly to Hull and Rotterdam, along with *Hardy*, *Dundas* and our honorary schoolmate RFA *Black Ranger*, with *Acheron* and RFA *Engadine* coming along for kicks (and exercises). Then back to our ups and downs in 'the areas'. A quiet life for some. My relief has been volunteered by CND. A CRS yet! He will be writing the next article.

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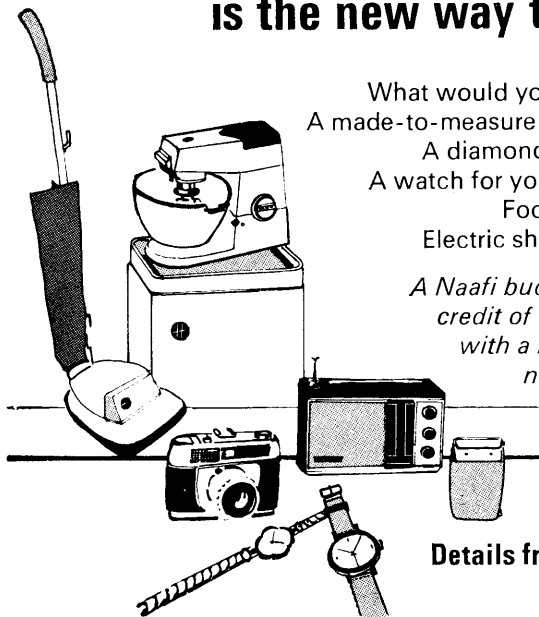
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COMMUNICATION GAZETTE

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.*

Name	Rank	Whence	Whither
ALLAN, R. M.	.. .. Lieut. Cdr.	Terror	Zulu
BENNETT, H. S.	.. .. Cdr.	Victory	President
BEATTIE, J. M.	.. .. Lieut. Cdr.	Mercury	FOF WF
BINNS, N. J.	.. .. Sub-Lieut. (SD)	Hydra	Tangmere
BOYS-STONES, H. P.	.. .. Lieut. Cdr.	Mauritius	Daedalus
BROWN, H. ..	.. .. Lieutenant (SD)	Hermes	Mercury
BRYANT, C. F.	.. .. Lieutenant (SD)	Wolverton	St George
CARVER, D. J.	.. .. Lieut. Cdr.	President	Mercury (ASWE)
COLLINS, C. S.	.. .. Lieutenant (SD)	Terror	Mercury
COPP, R. L.	.. .. Lieutenant	Dolphin	Mauritius
DAWSON, W. M.	.. .. Lieut. Cdr.	Mercury	President
DUKE, V. S.	.. .. Lieut. Cdr.	Dartmouth	Cochrane
EDWARDS, J. R.	.. .. Lieutenant (SD)	President	Hermes
EVATT, G. ..	.. .. Lieutenant (SD)	Bulwark	President
FEILER, P. A.	.. .. Sub-Lieut. (SD)	Ganges	Triumph
FERGUSON, J. M.	.. .. Lieutenant	Mercury	Galatea
GIBSON, S. P.	.. .. 3/O	Rooke	Terror
GRANT, I. F.	.. .. Cdr.	Victory	Salisbury
HALES, R. G.	.. .. Sub-Lieut. (SD)	President	Lincoln
HAGGAR, N. W.	.. .. Lieutenant (SD)	President	Sea Eagle
HEDLEY, J. D.	.. .. Sub-Lieut. (SD)	Drake	Mercury
HOOPER, G. E.	.. .. Sub-Lieut. (SD)	Cochrane	Lochinvar
HUMPHRIES, R. R.	.. .. Sub-Lieut. (SD)	Mercury	Ark Royal
HUNTER, C. W.	.. .. Lieutenant	Mercury	FO2 FEF
SOMERVILLE-JONES, O. D.	.. .. Lieut. Cdr.	Ajax	Mercury
KEOGH, R. W.	.. .. Lieut. Cdr.	Daedalus	President
KETTLEWELL, N. I.	.. .. Lieut. Cdr.	Mercury	Antrim
KNIGHT, D. D.	.. .. Captain	President	HQ AFSOUTH
LARKINS, D.	.. .. Lieutenant (SD)	Cochrane	Mercury
LOYD, G. C.	.. .. Captain	President	St. Angelo
LORD, J. T.	.. .. Lieut. Cdr.	Mercury	Leander
MACDONALD, A. N.	.. .. Lieut. Cdr.	Blake	Britannia
MACDONALD, D. R.	.. .. Lieutenant	Mercury (ASWE)	Naiad
MCMULLAN, C. J. ..	.. .. Lieutenant	Leander	Glamorgan
MCCULLOGH, E. W.	.. .. Lieutenant (SD)	Raleigh	Victory
MILLER, K. ..	.. .. Lieutenant (SD)	Albion	Mercury
MORGAN, R. C.	.. .. Captain	Terror	President
MUNRO, P. ..	.. .. Sub-Lieut. (SD)	Lincoln	Mercury
MURPHY, M.	.. .. Lieutenant (SD)	St. Angelo	Bulwark
MYTTAN, P. A.	.. .. Lieutenant (SD)	Sea Eagle	President
PERRY, A. T.	.. .. Sub-Lieut. (SD)	President	Ganges
PIDGEON, G. C.	.. .. Lieutenant (SD)	Raleigh	Mercury
PIKE, D. G. ..	.. .. Lieutenant (SD)	Mauritius	Albion
PHILLIPS, M. D.	.. .. Lieutenant (SD)	President	Cochrane
PRICKETT, W. J.	.. .. Lieutenant (SD)	Fearless	Mercury
PURVIS, J. W.	.. .. Lieutenant (SD)	Mercury	Terror
REDMOND, W. D.	.. .. Lieut. Cdr.	Glamorgan	Mercury
ROSKILL, J. W.	.. .. Lieut. Cdr.	Mercury	Warrior
SALWAY, B. D.	.. .. Lieut. Cdr.	London	Mercury
SANDS, M. ..	.. .. Cdr.	Zulu	JWE Old Sarum
SAUNDERS, L. M.	.. .. Cdr.	Malabar	MOD
SAYCE, D. C.	.. .. Lieutenant (SD)	Mercury	Mauritius
SHOTTON, J.	.. .. Sub-Lieut. (SD)	Mercury	STC Devonport
SHELTON-AGAR, R. A.	.. .. Lieut. Cdr.	Galatea	Mercury
STACEY, W. L.	.. .. Lieutenant (SD)	Mercury	President
STEMBRIDGE, P. J.	.. .. Lieutenant (SD)	Mercury	CINCAFNORTH
STRATTON, G. A.	.. .. Lieutenant (SD)	Yarnton	Ganges
VEAL, J. ..	.. .. Lieutenant (SD)	Lochinvar	Mercury (ASWE)
WATERS, W. C.	.. .. Lieut. Cdr. (SD)	President	Mercury
WHITBY-SMITH, R. Sub-Lieut. (SD)	Excellent	Blake
WISE, T. B. Lieutenant	Otus	Scylla
WOLLAN, K. Lieut. Cdr. (SD)	Kent	Fife
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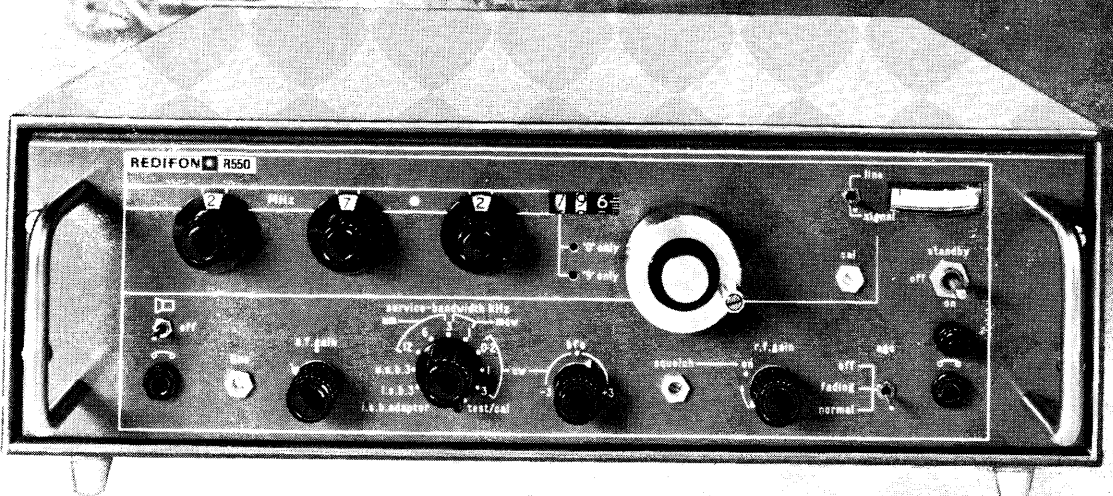
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P. W. SOCHALL

To Sub-Lieut. (SD)

D. A. YEATES
L. F. LEVENE
A. C. KERRISON

To Lieutenant (SD)

J. M. ADAIR
J. W. PURVIS
P. E. WORTHINGTON

M. J. CAHILL
R. K. DAVIS
J. M. NICOL
M. GOACHER

RETIREMENTS

Vice-Admiral Sir JOHN PARKER, KBE, CB, DSC
Commander H. H. RIDLER
Commander M. L. WOOLLCOMBE, OBE
Lieutenant (SD) D. MACINDOE

Lieutenant (SD) G. CHRISTIE
Lieutenant (SD) T. T. BROGAN
Lieutenant (SD) R. HOLLAND
Lieutenant (SD) D. C. MITCHELL

COURSES

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D. W. FLOWER
M. A. NUGENT
J. J. ROBSON
H. B. STRAW

F. BATES
T. PRATT
R. E. WOODHAM
R. T. EVERETT, RAN
J. BECKWITH, RAN

ADVANCEMENTS

TO CRS

WOODFIN, I. 889177
GRINDLEY, B. L. 843517
BEESLEY, D. 890448
MALCOLMSON, R. J. 921926
STURGISS, M. 890254
GADSDEN, P. G. 912183

TO CCY

ABBOT, A. G. 912487
COUZENS, B. A. 890398
HAINES, A. 838772
DAVENPORT, L. C. 161510
MCDERMID, J. 889365
PHELAN, P. 916122

TO CRS(W)

HODGSON, B.

ROYAL NAVAL RESERVE

PROMOTIONS

To Lieutenant (Ce) RNR

D. A. CARTER

APPOINTMENTS

Name	Rank	Whence	Whither
THOMPSON, D. C.	Lieut. Cdr.	OIC W/T Southend	OIC W/T SW Tower
CARTER, D. A.	Lieutenant	SW Tower	OIC W/T Reading
GRIFFIN, A. R.	Lieutenant	Ass OIC W/T Southend	OIC W/T Southend
MORIARTY, P. D. R.	Lieutenant	OIC W/T Reading	No 1 Dist SW Tower

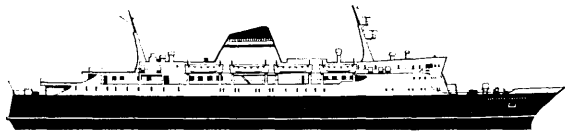
Ce QUALIFYING COURSE 1969

Lieutenant K. DAVIES, RNR	3/O I. MOULDER, WRNR
Lieutenant P. MORIARTY, RNR	3/O S. JEANS, WRNR
Lieutenant D. CARTER, RNR	3/O D. WOODHOUSE, WRNR
Sub-Lieut. W. MYERS, RNR	3/O R. FLEMING, WRNR

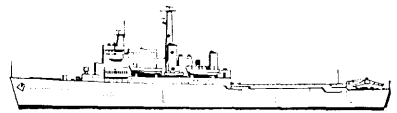
COMMISSIONING FORECASTS

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.

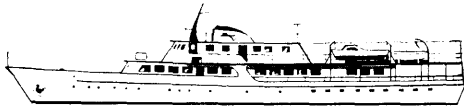
<i>Salisbury</i>	A/D Frigate, January 29 commission, (1) (2) Devonport, GSC Home/East of Suez/Home.
<i>Jaguar</i>	A/A Frigate, February 5 recommission, (1) (2) Chatham, GSC Home.
<i>Llandaff</i>	A/D Frigate, February 12 recommission, (1) (2) Devonport, GSC Home/East of Suez/ Home.
<i>Fawn/Fox</i>	Survey, February 12 recommission, (1) (2) Devonport, GSC West Indies/Home.
<i>Danae</i>	GP Frigate, March 5 recommission, (1) (2) Devonport, GSC Home/East of Suez/Home.
<i>Gavinton</i>	M/Hunter, March 18 recommission, (2) Bahrein, FS Middle East.
<i>Norfolk</i>	GMD, March commission, (1) (2) Portsmouth, GSC Home.
<i>Brereton</i>	M/Hunter, April 22 recommission, (2) Bahrein, FS Middle East.
<i>Naial</i>	GP Frigate, April recommission, (1) (2) Portsmouth, GSC Home/East of Suez/Home.
<i>Lowestoft</i>	A/S Frigate, April 29 commission, (1) (2) Chatham, GSC Home/East of Suez/Home.
<i>Arethusa</i>	GP Frigate, May 19 recommission, (1) (2) Portsmouth, GSC Home/East of Suez/Home.
<i>Cleopatra</i>	GP Frigate, June recommission, (1) (2) Devonport, GSC Home/East of Suez/Home.
<i>Achilles</i>	GP Frigate, June 9 commission, (1) (2) Devonport, GSC Home/West Indies/Home.
<i>Fearless</i>	Assault, June recommission, (1) (2) Devonport, GSC Home/East of Suez.
<i>Endurance</i>	Ice Patrol, End June recommission, (1) (2) Portsmouth, GSC Home/SASA.
<i>Bulldog</i> }	Survey, July recommission, (1) (2) Chatham, GSC Home/West Africa, Med.
<i>Beagle</i> }	
<i>Antrim</i>	GMD, July commission, (1) (2) Portsmouth, GSC Home/East of Suez/Home/Med/Home.
<i>Hydra</i>	Survey, August recommission, (2) Singapore, FS Singapore and Malacca Straits.
<i>Wiston</i>	CMS, August 30 recommission, (2) Bahrein, FS Middle East.
<i>Puncheston</i>	CMS, September recommission, (2) Bahrein, FS Middle East.
<i>Gurkha</i>	GP Frigate, September 24 commission, (1) (2) Rosyth, GSC Home/East of Suez/Home.



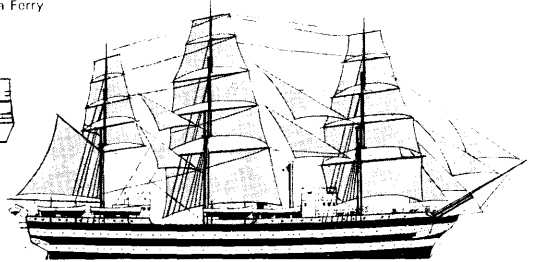
KONINGIN JULIANA
North Sea Ferry



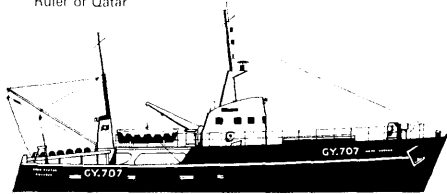
HMS FEARLESS



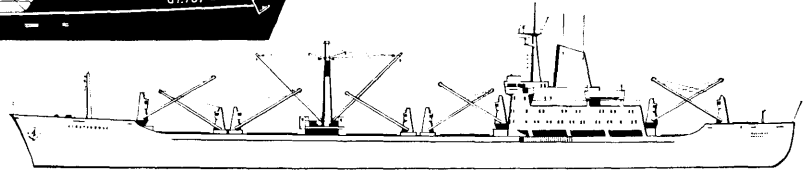
m.y. NAIEF
Ruler of Qatar



AMERIGO VESPUCCI
Training Ship



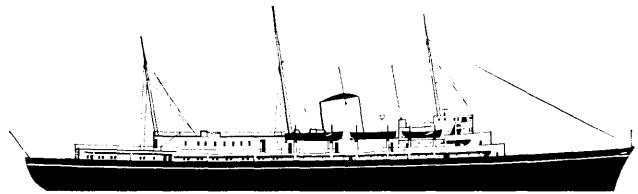
ROSS DARING
Motor Trawler



STRATHARDLE
Cargo Liner



JOHN A MACDONALD
Icebreaker



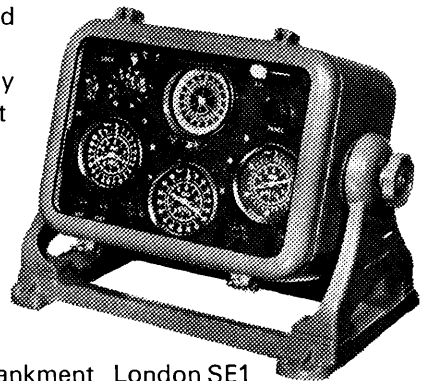
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DRAFTING

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	Drafted to	Name	Rate	Drafted to
ADAMS, W. H.	CRS(W)	Victory	CONNOR, W. G.	JRO	Penelope
ADKINS, C. C.	RO2(G)	Victory	COOMBER, J. A.	RS	Mercury
ALDRIDGE, S. L.	LRO(T)	Highburton	CORFIELD, R. N.	A/RS	Mercury
ALLEN, H. J.	A RS	Mercury	CORNFORD, S. J.	RO2(G)	FOF WF
ANDERSON, R. K.	RO2(W)	Dolphin	CORNWALL, A. G.	A/LRO(T)	Mercury
ANDERSON, G.	JRO	Norfolk	COTTON, G.	RS(W)	Minerva
ANDERSON, M.	LRO(G)	Mercury	COULSTOCK, N. T. J.	RO2	Rooke
ANNES, J. G.	RO2(W)	Jupiter	COUZENS, B. A.	CCY	Victory
ARNOLD, G. D.	JRO	Ark Royal	COWAN, S. R.	LRO(G)	Whitehall
ARROWSMITH, B.	LRO(G)	Torquay	CRABBIE, P.	RO2	Mercury
ASTBURY, M. R.	RO2(G)	Aurora	CRABTREE, G.	JRO(G)	Puma
ARTHUR, R. D.	RO2(W)	Whitehall	CREEK, J. F.	LRO(T)	Mercury
BAILLIE, D.	RO2(T)	Duncan	CROOK, R. C.	LRO(T)	Mercury
BAIN, T. K.	RO2(T)	Terror	CROSSLEY, D. J.	RO2(G)	Mercury
BALL, C. C.	RO1(G)	Mauritius	CROSS, B. G.	RO2	Whitehall
BANWELL, G. M. T.	CRS	Mercury	CROUCH, A. R.	A/LRO(T)	Mercury
BARRIE, E. A.	RO2(W)	Mercury	CUDDY, P. A.	LRO(W)	Phoebe
BARLOW, P. L.	RO2(W)	Mercury	CULLEN, C. J.	RO2(T)	Mercury
BARNETT, K. J.	CY	Ganges	CULLEN, J. M.	RO2	CINC(P)
BARNARD, B. A.	LRO(T)	Mercury	CULVERWELL, P.	A,RS(W)	Mercury
BARTON, M. W.	LRO(T)	Mercury	DALBY, A.	CY	Victory
BARWICK, D. B.	A/CY	St. Angelo	DAVIES, D. W.	LRO(G)	Mercury
BASSAGE, N. P. C.	LRO(G)	Hermes	DAVIES, G. R.	RO2(G)	Nubian
BAVAGE, C. W.	RO2	Grenville	DAVIES, J. E.	A/LRO(G)	Mercury
BAZFOUR, H. H.	LRO(W)	Bulwark	DAVIES, M. V.	RO2(W)	Cochrane
BEASLEY, R. W.	RO2(G)	Osprey	DAY, A. R.	RO2(T)	Ganges
BEECH, B. G.	LRO(W)	Mercury	DELLER, R.	RO2	Mercury
BELCHER, P. A.	RS(W)	Dryad	DENNETT, S. G. C.	RO2(G)	Warrior
BELL, G. G.	A/LRO(W)	Mercury	DENNIS, C. M.	RO2(T)	Mercury
BELL, G. W.	RO2(G)	Mercury	DEVING, C. W.	JRO(T)	Fearless
BERNARD, W. G. R.	CRS	Mercury	DICKSON, R. J.	LRO(T)	Forth
BERTRAM, P. M. R.	RO2(W)	Mauritius	DONOVAN, J.	RO2(G)	Osprey
BLACKMAN, R. S.	LRO(W)	Mercury	DOUST, J. W.	JRO(W)	Hermes
BLAIR, H. D.	RO2(G)	Neptune	DOWN, R.	RO2(G)	Phoebe
BLAND, P.	RO2(G)	Bulwark	DREW, L. K.	RO2(W)	President
BOWDEN, J.	CCY	Terror	DRUMMOND, J.	RO2(G)	Forest Moor
BOWERS, W. S.	JRO	Jupiter	DUFF, A. M.	RO2(G)	Rapid
BOYD, K. R.	JRO	Ark Royal	DUFFY, B.	RO2(G)	Neptune
BRADLEY, J. W.	RO3(G)	Fearless	DUNCAN, G.	CCY	Camperdown
BRADLEY, R. C.	RO2(G)	Victory	DYKES, G.	RS	Rothsay
BROAD, R. E.	RO2(G)	Keppel	EDGHILL, J. D.	RO2(G)	Bulwark
BROADBENT, H.	LRO(T)	Eskimo	EDMONDS, G.	RO2	Drake
BROADBENT, T.	RO2(G)	President	EDWARDS, I. M.	RO2	Cochrane
BROCKING, A. V.	LRO(W)	Cochrane	EDWARDS, K. H.	RO2(W)	Drake
BROUNGER, J. P.	RO2	Ganges	ELDER, J. M.	RS(W)	Mercury
BROWN, C. B.	RO2(T)	Brinton	ELLIOT, P.	JRO(G)	Fearless
BROWN, M. A.	RO3	Hermes	ELLIS, A.	RO2(T)	Mercury
BROWN, R. P.	RO2(W)	Victory	EVANS, D. J. W.	CCY	FOF WF
BROWNE, P.	RO2(G)	Puma	EVANS, J. C.	LRO(G)	Royal Arthur
BRUTON-GIBNEY	LRO(G)	Whitehall	EVANS, M.	LRO(T)	Mercury
BUFFERY, J. C.	LRO(G)	Mercury	EVANS, M. R.	A/RS	Hecate
BURT, J.	RO2(G)	St. Angelo	EVANS, R. A.	LRO(G)	Mercury
BUSH, J. W.	RS	Ark Royal	FAIRCHILD, P. J.	LRO(T)	Mercury
BUTLER, G. G.	CCY	Mercury	FAKES, J. T.	RO2(T)	Mercury
BUTLER, K. M.	LRO(T)	Victory	FALLOWS, G.	RO2(G)	Salisbury
BYCRAFT, J.	LRO(G)	Aurora	FAWCETT, E. N.	LRO(W)	Mercury
CAMERON, S.	LRO(G)	Victory	FINCH, G. A.	JRO	Ulster
CAMBELL, D.	RO2(W)	Mercury	FITZGERALD, L. A.	RO2(G)	Bulwark
CASEMORE, J. A.	LRO(T)	Mercury	FLEETHAM, G.	JRO	Ark Royal
CASELLS, I. J.	JRO	Royal Arthur	FLYNN, A.	JRO	Aurora
CHESHIRE, M.	LRO(G)	Mercury	FOLLAND, C. J.	JRO(T)	Eastbourne
CLARK, A. F.	RS	Mercury	FOLLEY, C. J.	JRO(T)	Cochrane
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CLARK, R. W.	JRO	Hermes	FOX, R. F.	RO2	Tamar
CLARK, M. J.	LRO(T)	President	FOXTON, T.	RS	Warrior
CLARKE, A. E.	RO3(G)	Ashanti	FOY, M.	RO2	Mercury
CLARKE, K. T.	RO2(W)	Ganges	FRANCIS, B. A.	RO1(T)	Rooke
CLEMENTS, C. G.	RO2	Mercury	FRIEND, A. E.	CRS	Mercury
CLEVERDON, D.	RO2	Dido	FURNER, P. J.	RO2(G)	Mercury
COBB, E. S.	A/RS(W)	Cleopatra	GABLE, H.	RO2	Ark Royal
COBB, G. N.	RO2(G)	Mauritius	GAISFORD, R. F.	A/LRO(G)	Terror
COCKER, T. D.	LRO(T)	Cochrane	GALLAGHER, T.	RO3	Hermes
COLBOURNE, A. F. J.	CRS(W)	Hermes	GARDNER, N. W.	LRO(G)	Mercury
COLLIER, B. T.	RO2(G)	President	GARDNER, T. L.	RO2(G)	Ganges
COLLINSON, P.	CRS	St. Angelo	GARRETT, J.	RO2(T)	Fife
COLLIS, R. C.	LRO(G)	Reclaim	GARRITY, A. J.	RO2(G)	Centurion
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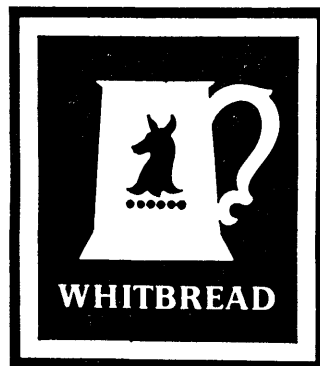
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GEE, J. E.	RO2	Victory	LANGHAM, J. S.	LRO(G)	Mercury
GEMMELL, R. A.	CRS	Mercury	LAWSON, C.	RO2(G)	Mercury
GEORGE, R. T.	CRS	Mercury	LAYBOURNE, D. A.	A/RS (W)	Mercury
GIBBS, R. M. J.	RO2(W)	President	LEEK, P. A. C.	RO2(G)	Ganges
GIDLOW, P. G.	RO2(G)	Achilles	LEWIS, K. J.	LRO(T)	Bacchante
GILLESPIE, J. P.	RO2(G)	Mercury	LEWIS, R. C.	RO2	Excellent
GIMBLETT, D. M.	JRO	Puma	LEWIS, R. T.	RO2	Mercury
GIRVAN, J. R. H.	JRO	Tenby	LIMMING, D. B.	RO2(W)	Drake
GODWIN, M. J.	RO2(G)	Aurora	LINES, R. J.	RO2(W)	Bacchante
GOLDSWORTHY, R.	RS	Mercury	LITSON, C. R.	RO1(G)	Jufair
GORDON, A. V.	RO2(G)	President	LYNCH, G. P.	A/LRO(W)	Mercury
GORE, R. S.	RO2(G)	Mercury	LYNN, J.	RO2(G)	Leander
GOUDY, A. H.	RO2(W)	Ganges	MACKENZIE, J. A.	LRO(G)	Neptune
GRACE, S. E.	JRO	Charybdis	MAGMILLAN, A. G.	RO2(W)	Fulmar
GRANGER, J. R.	A RS(W)	Mercury	MADDOX, P. J.	JRO	Jupiter
GRANGER, N.	RO3	Ark Royal	MANSER, R. C.	CY	Arcthusa
GRAY, H. C.	A RS	Warrior	MARSH, A.	CRS	Mercury
GRAY, S. J.	RO3	Hermes	MASTERS, R.	RO3(T)	Eastbourne
GREATBATCH, M. J.	RO1(G)	RAF Tangmere	MATTEN, K.	RO2(G)	Phoebe
GREATREX, J.	RO2	Whitehall	MAYALL, A. G. W.	JRO	Hermes
GREEN, G. L.	LRO(W)	Mercury	MAYS, J. P.	RO3(G)	Tenby
GREEN, R.	A LRO(G)	Mercury	MAXWELL, B. A.	RO2(W)	Cochrane
GUILDING, A. M.	RO2(W)	Dido	MCCARTHY, S. L.	RO3	Arcthusa
GUIDFOYLE, N. M.	RO2	Tamar	MCFADDEN, H.	RO2(G)	Mercury
HAINES, P. G.	CRS	Undaunted	McHALE, R.	RO2(T)	Bulwark
HALF, B. W.	CY	Terror	McKAY, R.	RS(W)	Mercury
HALIFAX, B.	LRO(G)	Mercury	McKENNA, P. A.	RS	Hecla
HALL, J. A.	RO2(G)	Jufair	McMANUS, B.	RO2	Mercury
HARDIKER, R. P.	RO2(W)	President	McMILLAN, W.	RO2(G)	Heron
HARE, D. R.	RO2(G)	Naiad	McNALLY, M. J.	JRO	Jupiter
HARRIES, J. D.	RO3	Dido	MIDDLETON, P. M.	RO1(G)	Warrior
HARRIS, B. D.	RO2	Warrior	MILLAR, A. J. D.	RO2(W)	Cochrane
HARVEY, G. D.	RO3(G)	Exmouth	MILNE, W.	A LRO(G)	Mercury
HATCH, I. A.	RO2(G)	Mauritius	MITCHINSON, B.	RO2(W)	Norfolk
HAYES, D. C.	RO2(W)	Cochrane	MONOGHAN, R. N. C.	RO3	Norfolk
HAYSUM, S. M.	RO2(T)	Plymouth	MORGAN, L. J.	RO2(W)	Mercury
HAYTON, R.	RO2(T)	Torquay	MORRIS, A. J.	RO2(G)	Terror
HEAD, R. J. A.	RO2	Salisbury	MORRISON, K.	RO2(W)	Cochrane
HENDERSON, J.	RO2(G)	Ashanti	MORRISON, T. M.	RO2(G)	Pembroke
HETHERINGTON, I. G.	RO2(G)	Mercury	MULDREW, W.	RO2	Sea Eagle
HICKS, R. F.	RO2	Achilles	MURRAY, D. J.	RO2	Diana
HIGGINS, L. G.	JRO	Charybdis	NANGLE, E. D.	RO2(T)	Keppel
HIGGINSON, J.	RO2	Dundas	NEALE, P. G.	LRO(G)	Hampshire
HILL, D. J.	RO2(T)	Achilles	NIEBEL, D. J. C.	RO2(G)	Mercury
HILLMAN, P. J.	RO2(W)	Terror	NORMAN, W. D. R.	RO3	Jupiter
HINTON, G. V. P.	LRO(G)	Mercury	O'BRIEN, K.	RO2	President
HODGE, B. J.	RO2(W)	Chichester	ORRAH, J. M.	RO2(G)	Osprey
HODGES, J. A.	RO2(W)	Victory	PADGET, R.	RO2	Cochrane
HOLMER, J. L.	LRO(G)	Mercury	PALMER, A.	RO2(G)	Ark Royal
HOOD, D. F.	RO3(G)	Hermes	PALMER, D. R.	RO2(W)	Hermes
HOOK, M. F.	LRO(G)	Fulmar	PARDO, J. N.	RO2	Mercury
HOPES, A. V.	RO2(T)	Mercury	PAUL, T. M. A.	RO3	Glamorgan
HOPES, R. F.	RO2(G)	Warrior	PAYNE, S.	RO2	Mercury
HOPWOOD, J. B.	RO2(G)	Glamorgan	PEGLAR, K. E.	RO2(W)	Dolphin
HOPPER, A. J.	CY	Keppel	PERRY, G. J.	RS	Mercury
HOWARD, I. V.	LRO(T)	Mercury	PETRIE, C. W. C.	RO2(G)	Lochinvar
HOWIESON, J.	RS(W)	Mercury	PHILBIN, T.	A/LRO(T)	Mercury
HUBBARD, M. D.	RO2(G)	Osprey	PINK, N. J.	RO2(W)	Chichester
HUNT, M.	RO2(W)	Warrior	PLUMB, G. R.	RO2	Mercury
HUNTER, J. H. J.	RO2(G)	President	POCOCK, A. T.	RO2	Hampshire
HUNTLEY, R. W.	RO2	Mercury	POLLAND, J. R.	RO2(T)	Dundas
HUTCHINS, F. M.	LRO(G)	Mercury	POTTER, D.	RS	Mercury
HUTCHINS, R. D.	RO2	Victory	POWELL, F. E.	LRO(G)	Andrew
HUTCHINSON, P. H.	LRO(G)	Aeneas	PRESTON, P.	RO1(G)	Galatea
JAMES, D. R.	A/RS	Torquay	PRICE, P. J.	LRO(G)	Mercury
JAMESON, S. L.	RO2(T)	Mercury	PROCTOR, W. A.	RO2	Warrior
JENKINS, R. M.	RO2(T)	Mercury	PUTTICK, M.	CRS	Mercury
JENNINGS, M. E.	RO2(G)	Hermes	QUAYLE, D.	RO3(T)	Ashanti
JOHNSON, G. R. R.	RO2(G)	Osprey	QUAYLE, D. J.	RO2	Mercury
JONES, B.	JRO	Hermes	RAY, R.	RO2	Mercury
JONES, B. J.	RO2(W)	Mercury	RAYNER, G.	A/LRO(W)	Aurora
JONES, M. R.	JRO	Jupiter	REES, C. J.	RO2(W)	Mercury
INGRAM, A. R.	RO2(W)	Terror	RENNEBERG, M.	RO2(G)	Warrior
INGRAM, C. R.	RO2(T)	Exmouth	RICHARDSON, C. R.	RO2(G)	Dryad
INGRAM, D. M.	JRO(T)	Exmouth	RICHMOND, D. W.	RO2(W)	Tartar
ISAAC, R. I. W.	RO3	Ark Royal	RICKWOOD, R. E.	A/CY	Scarborough
KELLAND, M. J.	RO2(W)	Dolphin	ROBERTS, J. K.	RO2	Leander
KELLY, M.	RO2	Terror	ROBERTS, K. Q.	RO2(W)	Dido
KEMMERY, J.	RO2(W)	Mercury	ROBSON, L.	CRS	Mercury
KENNEDY, D. P.	RO2(G)	St. Angelo	ROTHERHAM, T. E.	RO2	Mercury
KEYS, S. R.	RO2	Eskimo	RYAN, T. R.	RO2(G)	Cochrane
KING, J. M.	JRO	Dido	SANDHAM, C.	CY	Ashanti
KING, R. C.	RO2	Mercury	SAUNDERS, I. S.	RO2(W)	President
KINSELLA, G. M.	RO2(T)	Danae	SAMPSON, T. A.	TO2(G)	President
KITCHIN, P. W.	CCY	Mercury	SCHOLEY, P.	RO2(G)	Lochinvar
KNAPMAN, C. G.	RO2(G)	Dolphin	SHEN, A. J.	RO2(G)	Cambridge
KNILL, L.	LRO(W)	Mercury	SHAW, L. T.	RO2	Osprey
LACEY, D. J.	RO2(G)	Plymouth	SHERRINGTON, P. T.	RO2(G)	Mercury

Name	Rate	Drafted to	Name	Rate	Drafted to
SHEPPARD, G. C.	RO2	Mercury	THOMPSON, J. P.	RO2(G)	Bulwark
SILLENGE, W. F.	RO2	Warrior	THURTLÉ, J.	A/RS(W)	Arcthusa
SILK, E. J.	RS	Warrior	THOMAS, P. R.	RO2(G)	Goldcrest
SKEEN, B. H.	RO2(G)	Osprey	THOMAS, A. C.	RO2(W)	Mercury
SLEIGHT, C. M.	RS	Aurora	TOLAND, M. B.	LRO(G)	Drake
SMYTH, P. T.	RO2(T)	Jufair	TOMLINSON, C. J.	RO2	Mercury
SMITH, G. H.	RO2(G)	Jufair	TOMLINSON, M.	RO2(G)	Bildeston
SMITH, C.	LRO(T)	Mercury	WALSH, M. A.	RO3	Jupiter
SMITH, D. S.	RO2(G)	Mercury	WALSH, J. V.	RO3	Norfolk
SMULLEN, D. J.	CRS	Terror	WADE, M. J.	RO2(T)	Penelope
SMALL, D. W.	RO2(W)	Victory	WALKER, J. R.	RS	Sea Hawk
SPURLING, R. J.	RO2(G)	Mercury	WALTERS, R. I.	RO2(T)	Osprey
STERNE, R. G.	RS	Rooke	WEBB, D. R.	RO2(T)	Hermes
STEWART, G. A.	RO2	Mercury	WEBB, B. A.	LRO(G)	Mercury
STEER, J. V.	RO2	Drake	WELCH, M. R.	RO2(G)	President
STALKER, T. A.	RO2(G)	Bulwark	WEBB, A. R.	CY	Fife
STENNING, M. W.	A CY	Terror	WELTON, I.	RO3	Bulwark
STIRTON-SMITH	RO2(G)	Pembroke	WHITE, A. J.	RO2(W)	Dolphin
STOKES, J. P.	RO2(G)	Hydra	WHITE, E. F.	RO3	Dido
STONE, R. G.	RO3	Norfolk	WHARTON, K. G.	RO2(T)	Mercury
STEARÉ, D. J.	RO2(G)	Victory	WILKINSON P.	LRO(G)	Mercury
STEWART, G. A.	RO2(G)	Cochrane	WILLS	RO2(T)	Mercury
STURMAN, H. G.	RO2(G)	Warrior	WILLIAMS, A.	RO2(W)	Osprey
SULLIVAN, C. J.	RO2	Keppel	WILLIESMITH, F. J.	CY	Ganges
SWINFORD, D.	RO2(G)	Victory	WOMBELL, A.	CY	Mercury
SYMONS, C. P.	RO2(W)	Osprey	WORRALL, S. R.	RO2	Victory
TATTUM, C. F.	RO2(T)	Whitehall	WYCHERLEY, S. R.	RO2(G)	Mauritius
TASSEL, E. F.	LRO(G)	Mercury	YONG, R. B.	LRO(T)	Goldcrest
TARLING, R. P.	A.RS	Llandaff	YOUNG, B. A.	1.RO(G)	Mauritius
THOMSEN, R. J.	RS	Mercury			



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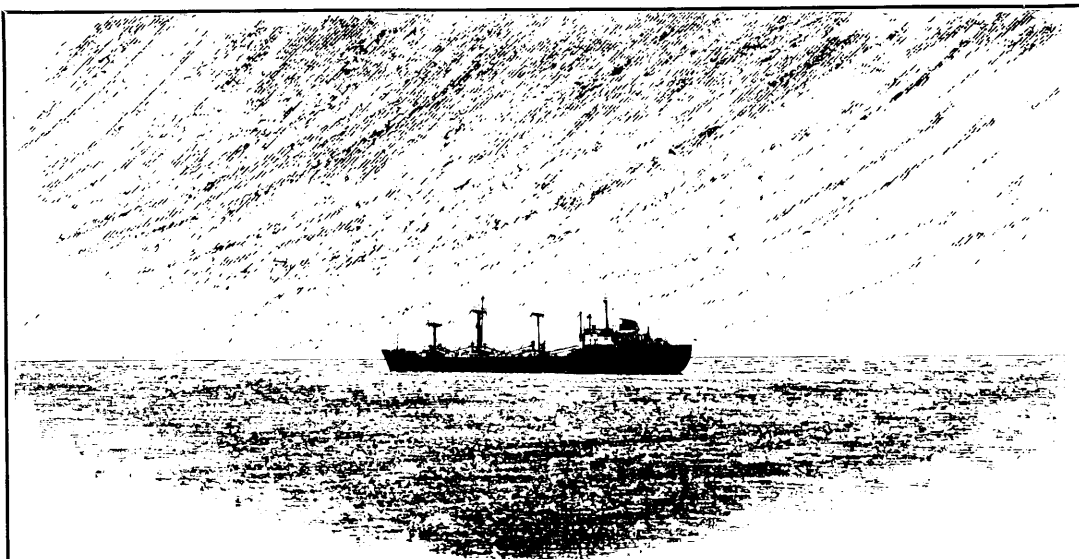
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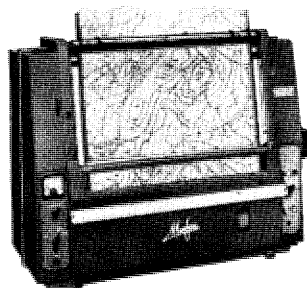
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